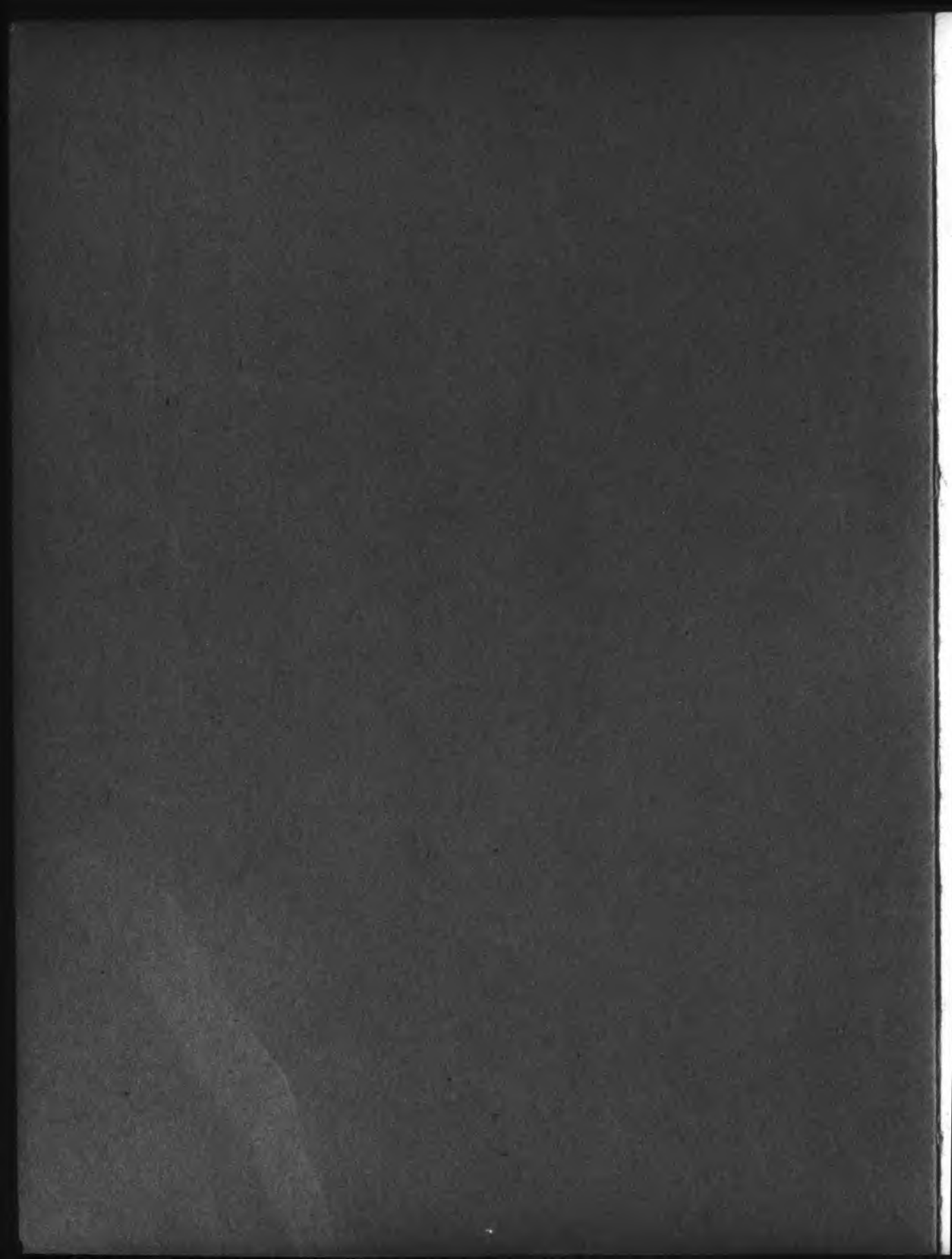


FLORIDA STATE LIBRARY
SEVENTEENTH
BIENNIAL REPORT
OF THE
STATE ROAD DEPARTMENT
OF THE
STATE OF FLORIDA



For the Period
Beginning January 1, 1947
and
Ending December 31, 1948

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BIENNIAL REPORT
OF THE
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NEW ROAD DEPARTMENT HEADQUARTERS — THE HOLLAND BUILDING — showing view from northeast (top) and from southwest. Contract was let in April, 1947 and building completed to permit occupancy in November, 1948, at a cost of \$1,195,000.

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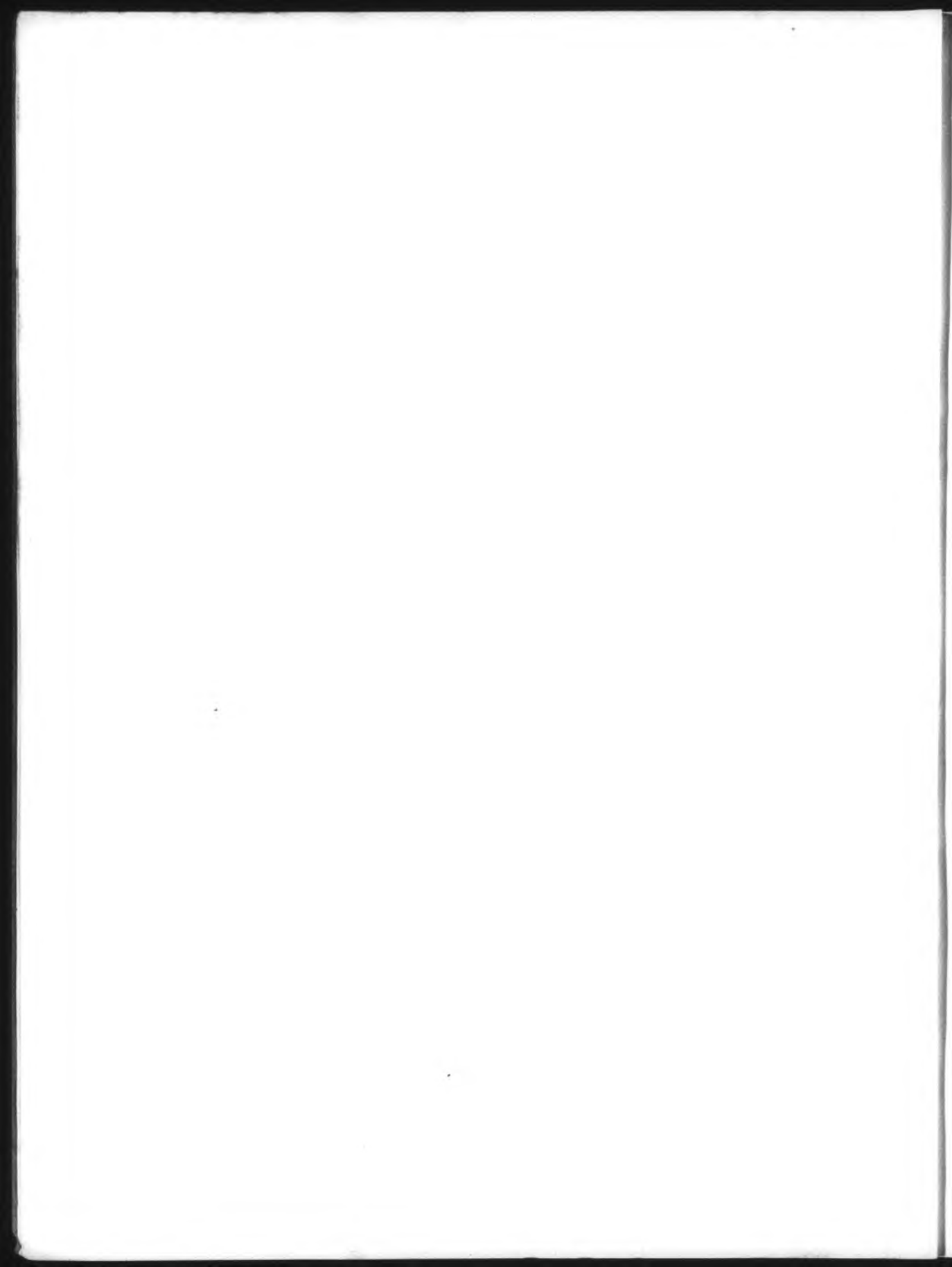
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OFFICERS:
ALFRED A. MCKETHAN
CHAIRMAN
ROBERT O. GHIOITTO
SECRETARY
JOHN W. MCWHIRTER
ATTORNEY



STATE ROAD DEPARTMENT OF FLORIDA

TALLAHASSEE

March 1, 1949

MEMBERS:
ALFRED A. MCKETHAN
BROOKSVILLE, FLA.
J. GLOVER TAYLOR
JACKSONVILLE, FLA.
MARION G. NELSON
PANAMA CITY, FLA.
MERRILL P. BARBER
VERO BEACH, FLA.
TRUSTEN P. DRAKE, JR.
OCALA, FLA.

Honorable Fuller Warren
Governor of Florida
Tallahassee, Florida

Dear Governor Warren:

In compliance with the statutes, I submit herewith the Seventeenth Biennial Report covering the work of the State Road Department during the calendar years 1947 and 1948.

During this period every phase of highway activity reached an all-time high. New records were established in highway use, in highway maintenance operations, and in construction and improvements to the highway system.

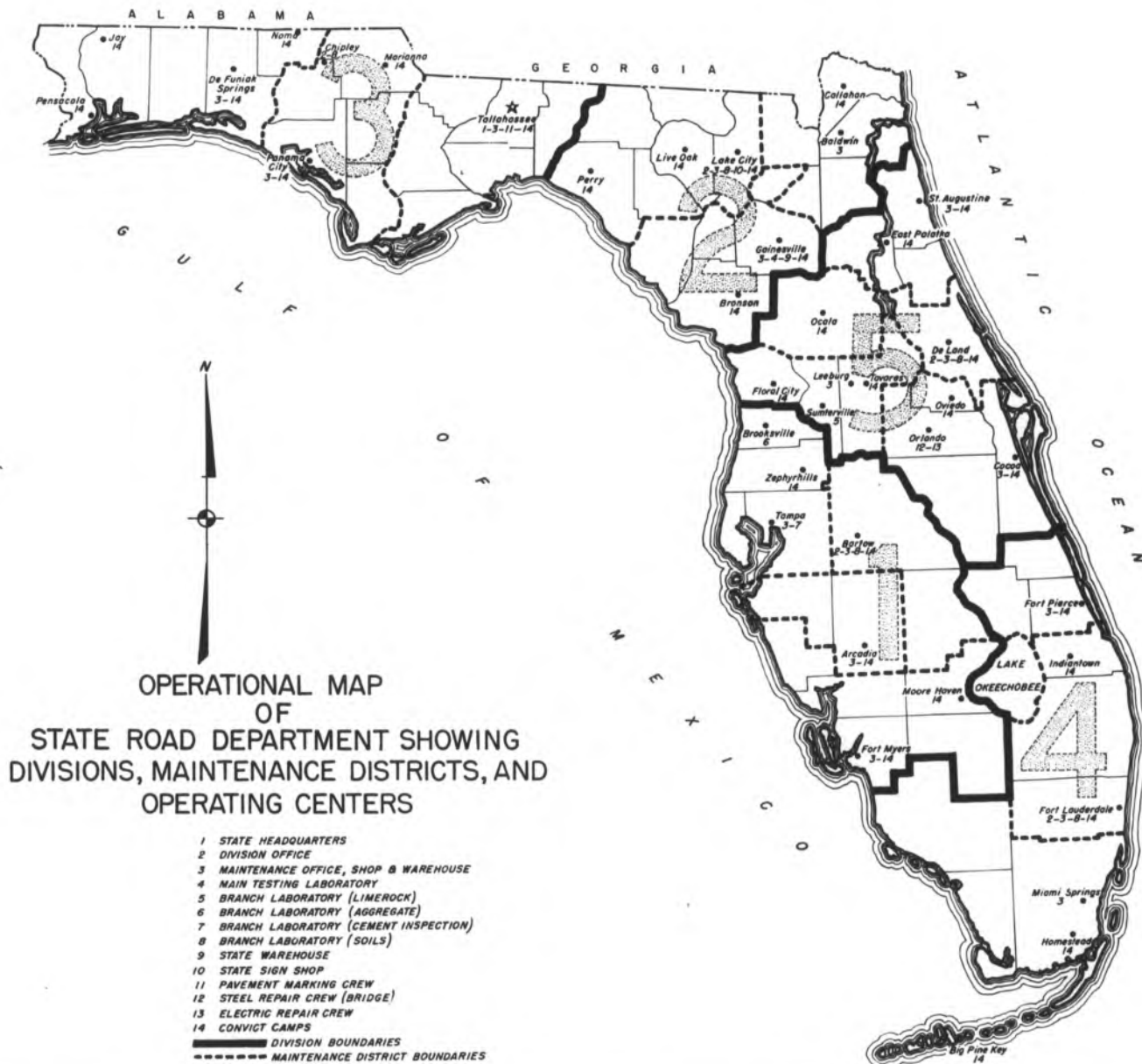
Annual vehicle miles of travel in the State increased 50% over the pre-war peak, from 6 billion in 1941 to 9 billion in 1948. Maintenance expenditures increased from a previous high of \$4.5 million (in 1946) to \$5.5 million in 1947 and \$8.4 million in 1948. Storm and flood damage repairs accounted for a substantial part of the 1948 increase in maintenance costs.

More than one-fourth of the 8,950-mile State Maintained System was constructed or improved during the biennium. The previous high in construction expenditures occurred in 1927 when the total was \$20.6 million. In each year of this biennium the construction expenditures exceeded \$33 million, the total for the period being \$66.5 million.

The reserve fund of some \$20 million accumulated during the war has been exhausted, except some funds restricted as to use to certain counties. Commitments for contracts outstanding and work under way at the end of this period amounted to over \$15 million, leaving comparatively little anticipated funds to be used at the discretion of the present Board. This situation is reflected in the 1949 Budget. In preparing the current year's budget the Board adopted a realistic approach, scheduling those projects we could reasonably expect to put under way during the year. This Budget is being submitted separately.

Faithfully yours,

Alfred A. McKethan
Alfred A. McKethan, Chairman



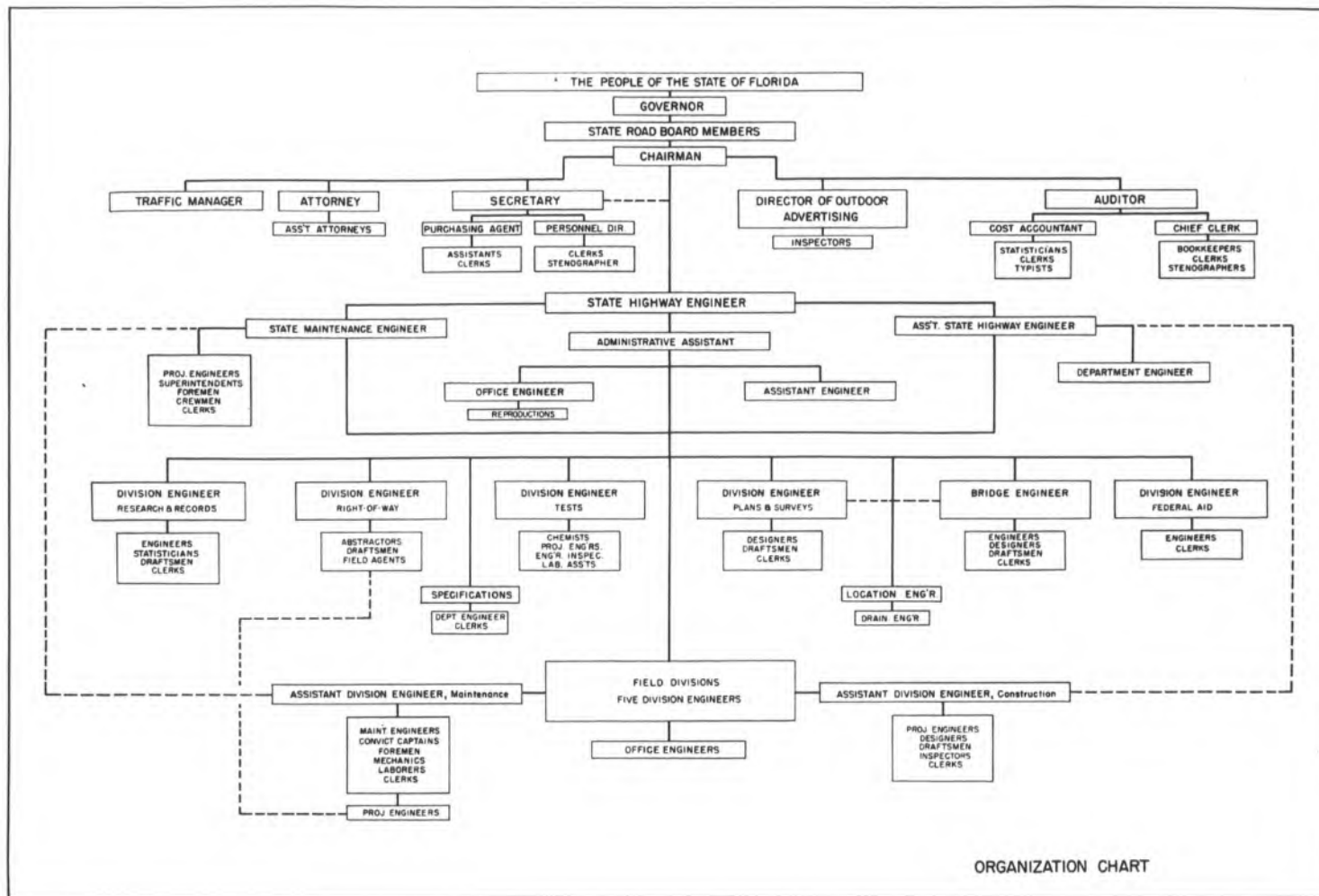
ORGANIZATION

The State Road Department was created in 1915 by an Act of Legislature and organized in accordance therewith in October. The five members of the Department are appointed by the Governor, one from each Congressional District as defined and limited on June 9, 1937. The terms of office of the members begin and run concurrently with the regular terms of office of the successive Governors of the State. The Board is required by law to meet quarterly at the State Capital to conduct the affairs of the Department. At the first quarterly meeting of the year the Board elects one of its members as Chairman, and he is the Chief Executive Officer and is on duty at all times with official residence in Tallahassee. The Department operates with earmarked tax funds subject to annual budgets adopted after hearing and advertisement. The Board also selects a Secretary, a State Highway Engineer, a General Auditor, an Attorney and employs such other engineering and clerical help as required. The organization chart on next page shows lines of authority and responsibility set up for carrying out the duties, and the personnel list on page 5 shows the officers, engineers and employees directing and supervising the functions of the Department.

To carry on the work more efficiently, administrative offices have been set up in each of the Five Divisions from which the Board Members are selected, with a Division Engineer and staff in charge. For carrying out maintenance operations each Division is divided into 3 to 4 maintenance areas with area headquarters at which are located an office, shop and warehouse.

The schedule below lists the counties comprising the five Divisions and 17 Maintenance Areas and the headquarters of each.

DIVISION 1	DIVISION 2	DIVISION 3	DIVISION 4	DIVISION 5
Bartow	Lake City	Chipley	Ft. Lauderdale	DeLand
<i>Bartow</i>	<i>Lake City</i>	<i>DeFuniak Springs</i>	<i>Ft. Lauderdale</i>	<i>DeLand</i>
Highlands	Columbia	Escambia	Broward	Marion
Polk	Hamilton	Holmes	Martin	Volusia
<i>Tampa</i>	Lafayette	Okaloosa	Palm Beach	<i>St. Augustine</i>
Hernando	Madison	Santa Rosa	<i>Miami Springs</i>	Flagler
Hillsborough	Suwannee	Walton	Collier	Putnam
Pasco	Taylor	<i>Panama City</i>	Dade	St. Johns
Pinellas	<i>Baldwin</i>	Bay	Monroe	<i>Leesburg</i>
<i>Arcadia</i>	Baker	Calhoun	<i>Ft. Pierce</i>	Citrus
DeSoto	Bradford	Gulf	Indian River	Lake
Hardee	Clay	Jackson	Okeechobee	Sumter
Manatee	Duval	Washington	St. Lucie	<i>Cocoa</i>
<i>Ft. Myers</i>	Nassau	<i>Tallahassee</i>		Brevard
Charlotte	<i>Gainesville</i>	Franklin		Orange
Glades	Alachua	Gadsden		Osceola
Hendry	Dixie	Jefferson		Seminole
Lee	Gilchrist	Leon		
Sarasota	Levy	Liberty		
	Union	Wakulla		



FLORIDA STATE ROAD DEPARTMENT

ALFRED A. McKETHAN, Chairman
Member District 1 (Brooksville), Tallahassee

J. GLOVER TAYLOR, *Member*
District 2, Jacksonville

MERRILL P. BARBER, *Member*
District 4, Vero Beach

MARION G. NELSON, *Member*
District 3, Panama City

TRUSTEN P. DRAKE, JR., *Member*
District 5, Ocala

CENTRAL OFFICE STAFF — TALLAHASSEE

SAM P. TURNBULL
State Highway Engineer

ROBERT O. GHIOTTO
Secretary

JOHN W. MCWHIRTER
Attorney

W. A. WILLIAMS
General Auditor

SCOTT REYNOLDS.....*Assistant State Highway Engineer*
H. W. OVERSTREET.....*Administrative Assistant to Highway Engineer*
W. A. KRATZERT.....*Maintenance Engineer*
W. E. DEAN.....*Bridge Engineer*

DIVISION ENGINEERS

CHARLES HOPKINS.....*Federal Aid*
C. H. REGISTER.....*Plans and Surveys*
W. M. PARKER.....*Research and Records*
F. A. SEAY.....*Right of Way*
H. C. WEATHERS (Gainesville).....*Tests*

FIELD DIVISION ENGINEERS

H. E. LEWIS, *First Division*.....Bartow
JOHN R. SLADE, *Second Division*.....Lake City
GEORGE L. DICKENSON, *Third Division*.....Chipley
JOSEPH M. WATSON, *Fourth Division*.....Ft. Lauderdale
NORMAN L. BRYAN, JR., *Fifth Division*.....DeLand

FEDERAL WORKS AGENCY

PUBLIC ROADS ADMINISTRATION

B. P. MCWHORTER, *Division Engineer*.....Atlanta, Georgia
R. B. SMITH, *District Engineer*.....Tallahassee

HIGHLIGHTS IN GROWTH OF STATE ROAD SYSTEM AND EXPANSION OF STATE ROAD DEPARTMENT OPERATIONS

1915 — State Road Department Created by Statute. The State Road Department was organized to assist the then existing 52 counties which were responsible for improving and maintaining roads, by supplying maps and information on best road building techniques and material; financed by 15% of the automobile registration fees, then collected by the counties.

The Road Department consisted of five members appointed by the Governor, one each from the four Congressional Districts and one from the State at large, with terms of the first appointees ranging from one to four years, and those of their successors being four years, so that experienced members would be on the Board at all times.

1916 — First Systematic Federal Aid for Roads. Congress passed Bankhead Act allocating Federal funds to states on basis of area, population and post road mileage for aid in building post (rural mail) roads, with requirement that such funds be matched by the state and that the state have a State Road Agency of adequate authority and responsibility.

Important conditions attached to the Federal Aid were (1) that Federal payments not exceed \$10,000 a mile, (2) could not be used inside municipal limits, and (3) that the improved road be maintained by the state.

The state had no matching funds or authority to build roads so its 1916 allocation of \$55,976.27 under the Bankhead Act was reassigned to the counties, \$32,000 going to Okaloosa, Columbia, Baker and Nassau counties for improvement of the main east-west route (the Spanish Trail), and the balance to Columbia and Alachua for use on the main north-south (Dixie) highway.

1917 — State Road Department Made Roadbuilding Agency. To take advantage of the Federal Bankhead Act the State Legislature (1) re-created the State Road Department with authority to establish a system of state and state-aid roads and to engage in road construction, (2) provided for a ½ mill ad valorem levy to raise matching funds and (3) provided for a maintenance fund of 15% of the motor vehicle license fees. A separate act authorized Road Department to use up to 300 able bodied state convicts in constructing or maintaining roads.

The State Road Department followed the Federal Government's lead of building only rural roads. This was sound wisdom at the time as city streets were comparatively much more nearly adequate for the growing automobile travel.

The Department also established policy of requiring the counties to furnish right of way for state roads.

1918 — State Road System Established, Construction Begun. Construction funds began to accrue in January, reaching a total of \$475,000 for the year, but the Department had no equipment and wartime economy made roadbuilding material scarce or unavailable, labor in such short supply that women (called Victory Girls) were used in road maintenance and contractors, who were busily engaged in war work, heedless of invitation to bid on road contracts. Nevertheless, the Department designated a State System of trunkline roads embracing 1,112 miles, assigning each road an identifying number, completed surveys, plans, specifications and estimates for 804 miles of road and 12 bridges and initiated construction (mostly of sand-clay or local rock) on 17 projects totaling 137 miles.

Motor Vehicle Registration Reached 46,000 and Gasoline Consumption 21 Million Gallons.

1919-20 — State Road System Expanded — Construction Tempo Increased. The State Road System was increased to 3,744 miles. The building program gained momentum as income increased and the War Department made surplus automotive equipment available to the states following end of World War I. State gasoline inspection tax allocated to roads. Per-mile limit on Federal payments increased from \$10,000 to \$20,000.

1921 — First State Gasoline Gallonage Tax Imposed; 1¢ a Gallon. The Legislators probably little realized they had struck the vein of a veritable bonanza in state taxing sources. This easily collected tax gradually changed the conception that the financial responsibility for highways should be borne by the general taxes to the belief that the highway user should pay the bill.

Federal Aid System Established. Congress passed act authorizing establishment of a Federal Aid System of highways consisting of 7% of the rural road mileage in each state, to be selected by the state officials subject to approval of U. S. Secretary of Agriculture, upon which system all Federal funds were to be expended. This entitled Florida to 1,928 miles. Federal road allocations continued on basis of area, population, and post road mileage, subject to matching by the state. Per-mile limit of Federal payments increased.

Population of Florida Passed One Million, Motor Vehicle Registration Reached 98,000 and Gasoline Consumption 52 Million Gallons.

1923 — First Preferential System of State Roads Set Up by Legislature. The Legislature established a First Preferential System of State Roads embracing 3,908 miles, most of which had already been designated as State Roads by the Department, to be improved before other roads in the state. The legislature reserved to itself the right of all future state road designations.

Gasoline Tax Increased to 3¢ a Gallon. Proceeds of 2¢ a gallon were allocated to the State Road Department and 1¢ was divided equally between the counties.

Approval Received on Federal Aid System of 1,833 Miles. Out of 1,928 permissible miles recommended by Florida Department the U. S. Secretary of Agriculture finally approved 1,833 miles which became the original Federal Aid Primary System in the state.

1924 — Demand for Improved Roads Urgent as Florida Boom Grows. The State Road Department was not able to build hard surface roads at the pace demanded by the expanding development of the state out of the current revenue (though it had grown to \$4.5 million in 1923 and reached \$6.7 million in 1924) and was prohibited from bonding for road funds.

Counties Bond to Obtain Road Funds. To supply the critically needed all-weather roads at the pace demanded by the expanding boom the counties voted road bonds in increasing numbers and amounts. Total for the boom period was something like \$175,000,000 and the debt bore high interest. Some of the proceeds were turned over to the Department but most were used by the counties themselves building roads, many miles of which were poorly aligned, weak and too narrow, because the urgent need was for quantity and not quality.

Federal Receipts Reach \$1,000,000 for First Time.

1925 — Second Preferential System of State Road Established. This brought the aggregate length of the system to 5,950 miles. This Designated System formed a reservoir from which the Department selected the most important roads for improvement as funds permitted, and for maintenance. When so selected they became the property of the state and formed what is known as the State Maintained System.

By the end of 1925 the Department had constructed 1,158 miles of road and 44,798 feet of bridges at a cost of \$26,468,000 and had 1,270 miles under maintenance.

Gas Tax Increased to 4¢ a Gallon; 3¢ for Road Department.

1926 — Real Estate Boom Over. Contractors turned to highway work. Roads under state maintenance increased to 2,200 miles. Motor vehicle registration hits record of 448,000 and gasoline consumption 286 million gallons.

1927 — Highway Construction by Department Reaches Peak. Construction expenditures reached \$20,611,000, almost double that for any previous year.

The legislature added 2,574 miles to the State Designated System, bringing total to 8,524 miles, of which 2,795 were under Department maintenance.

First Diversion of Highway User Tax. An emergency tax of 1¢ a gallon on gasoline was imposed for two years and distributed two-thirds to public schools and one-third to institutions of higher learning. This tax has been re-imposed every biennium since and continues to be diverted to non-highway purposes.

Ad valorem Tax Support Withdrawn from State Road Department.

Gasoline Inspection Tax Withdrawn from Road Department.

1929 — Gas Tax For Road Department Reduced to 2¢ a Gallon. Following collapse of boom real property values became so depressed that road bond payments could not be met. To aid the counties with this oppressive burden the legislature appropriated 2¢ of gas tax to the counties for road debt payment, taking 1¢ away from the Road Department. (One cent of the gas tax distributed to counties in proportion collected held legal, but distribution of 2nd cent in proportion to road debt held unconstitutional.)

State Board of Administration Created to Administer County Road Debt Retirement.

County road and bridge debts at the time totaled \$161,000,000 in principal and \$135,000,000 in interest to maturity.

Legislature Sets Up a Third Preferential System of State Roads. The Maintained System had grown to 3,254 miles.

1931 — Gasoline Tax Increased for Road Department and County Road Debt Retirement. The Road Department was allocated First Gas Tax of 3¢ and a Second Gas Tax of 3¢ was distributed to the counties on basis of area, population and contribution to State Roads, under legal justification of reimbursing counties for roads they had built which had previously been designated State Roads. Audit made to establish county credit for repayment showed total of \$107,688,461.99 due.

Motor Vehicle License Fees Diverted from Road Department to Schools. These license fees, used to support State Roads since 1918, had come to average about \$3 million a year.

State Designated System increased to 10,411 miles of which 5,091 were maintained.

Congress Appropriates Emergency Funds for Roads. To aid in economic recovery of nation, Federal funds were appropriated for roads, and for the first time these funds permitted to be used inside municipal limits. These emergency allocations continued throughout depression.

1933 — Kanner Bill Authorized Use of 2nd Gas Tax to Buy Depreciated County Road Bonds.

Many special acts and population laws passed permitting diversion of Second Gas Tax to alien purposes.

1934 — Congress Passed (Hayden-Cartwright) Act Prohibiting Diversion. Highway user tax diversion increased at such alarming rate during depression that Congress passed a law declaring it "unfair and unjust to tax motorists for other than" highway purposes and provided a penalty of up to one-third of any state's share of Federal Aid for violation of act.

1936 — Congress Appropriates Earmarked Funds for Secondary Roads.

Federal Allocations made for Eliminating Railroad Grade Crossings, Not Required to be Matched by State Funds.

State Highway Planning Surveys Established. These agencies under cooperative control of Public Roads Administration and State Road Departments were organized and are used to assemble economic, fiscal, traffic and physical inventory data relating to roads, and to use such information as a basis of sound planning for future highway development.

1937 — Governor's appointees to State Road Department are Selected One from Each Congressional District Which Now Numbered Five instead of One from the State At Large.

1938 — Federal Highway Act of 1938 Authorizes Use of Funds for Roadside Development.

1939 — Attempt Made to Increase County Road Credits. County road credits set up by the 1931 audit were becoming exhausted while road bonds were far from being retired. The legislature passed bills allowing the counties credit for roads they had built which had been designated as state roads since 1931, and for interest on road building funds. These bills were vetoed by the Governor.

1941 — Constitutional Amendment Pledging 2¢ Gas Tax to County Road Debt Retirement Proposed. Legislature first passed bills adding \$349,000,000 to county credits to insure continued participation in gas tax distribution, then enacted administration's proposal of Constitutional Amendment pledging 2¢ gas tax proceeds to the counties for retirement of old debts for a period of 50 years, with surplus over debt requirement to be spent for roads in county where funds accrued; 80% by Road Department for construction of State Roads and 20% by counties for construction or maintenance of roads.

As a basis for establishing county credits, thousands of roads were designated as State Roads by the legislature, the total so designated in session being 18,304 miles.

First Gas Tax for Road Department Increased to 4¢ Conditioned on Ratification of Gas Tax Amendment.

Road Department Made Responsible for Improvement, Construction and Maintenance of Municipal Connecting Links, Adding 309 Miles of Arterial Streets to the Maintained System.

Terms of Road Department Members Made Concurrent With That of Governor. For several past quadrennial changes in administration the new governors had made a practice of installing a completely new Board, ignoring the legal provisions for staggered terms which would insure hold-over members. This legislature made the custom legal.

Department publishes pamphlet calling attention to importance and growth of State Maintained System and citing failure of a large part of the county roads built in the boom and taken over by the Department.

Survey Reveals Need of \$125,000,000 of Improvements to Renovate State Maintained System.

Vehicle Miles of Travel in Florida Reaches 5,000,000,000.

President's Inter-regional Highway Committee Recommends 40,000 Mile System of Inter-regional Highways; Calls Attention to Need of Relief on Congested Urban Highways.

Congress Passed 1941 Defense Act Appropriating Money for Strategic Network and Military Access Roads.

War Declared.

1942-45 — World War II Slows Highway Program. Gasoline and tires were rationed, automobile production suspended and highway improvements limited to those contributing to war effort.

Traffic volume declined but heavy military and commercial traffic increased, causing further damage to already deteriorated State Maintained System.

Gas Tax Amendment (Section 16, Article IX) Ratified by Voters. This amendment pledging 2¢ of the gas tax to county road debt retirement for 50 years and recreating the State Board of Administration as a Constitutional State Agency with full authority over county road bonds, to a great extent relieved the counties of the burdensome road debt. In spite of declining gasoline consumption (which reached 30% below 1941 level) only a few counties had to levy ad valorem tax to supplement the gas tax receipts in order to meet debt requirements.

Revenue Used to Acquire Toll Bridges and Roads. Though Road Department revenue declined restrictions on road building resulted in surplus revenue. This was used to acquire toll bridges and roads. With the Federal Government aiding because of their contribution to the war effort, Gandy Bridge and Davis Causeway between Tampa and the Pinellas peninsula were acquired and freed from tolls. Escambia County acquired and freed the Pensacola Bay Bridge, utilizing surplus gas tax funds pledged by the new Constitutional Amendment.

All County and City owned bridges which connected State Maintained Routes and on which bonds were outstanding were acquired by the state on lease-purchase agreements whose consideration covered debt retirement needs.

The Overseas Highway to Key West was completed under program to improve strategic network and military access roads.

In 1944 Congress Passed the Postwar Highway Act. This act appropriated the unprecedented amount of \$500,000,000 a year for the first three postwar years. It approved the Interstate System of 40,000 miles recommended by the Inter-regional Highway Committee. Two other precedent shattering provisions of the act were that (1) part of the allocation was earmarked for urban highway improvement and (2) the funds could be used to pay up to one-third of the cost of right-of-way acquisition.

Under this act, Florida was entitled to \$7,004,000 of Federal Aid each year for the first three postwar years, earmarked for use as follows: \$1,600,000 for urban highway development, \$2,168,000 for Federal Aid Secondary roads and \$3,236,000 for use on the Federal Aid Primary System, including Interstate Routes which total 1,140 miles in the state.

War was terminated in August and Federal postwar allocation under 1944 Act became available shortly thereafter.

Gasoline rationing and other restrictions on highway travel ended.

1946 — Department Re-tools for Major Improvement Program. Though Department finances were ample the Department was not able to swing into a full fledged construction program.

The increase in highway travel and gasoline consumption was phenomenal in consideration of the 3-year suspension in manufacture of automobiles and automobile supplies. Department income from state sources increased proportionately, as it derived from the gas tax. Gasoline consumption reached an all time high of 522 million gallons and Department income topped \$25 million.

It took time to convert money into road improvements. The Department had operated during the war with a skeleton force of technicians, so preparation of plans and specifications were in arrears. Material (especially steel) and equipment continued in short supply. Nevertheless, construction expenditures totaled \$13,770,000, reflecting an increase of more than \$4,000,000 over the previous year, and work under contract by the year's end augured well for the future program.

Year ended with \$23 million balance in road funds.

Tampa Metropolitan Area Survey completed.

1947 — Postwar Improvement Program Hit Full Swing. Department expenditures for construction and maintenance reached an all-time high. Total for construction was \$33,139,000 and for maintenance \$5,440,000. Income reached a peak of over \$31,000,000 but total expenditures exceeded \$41,000,000, which caused a reduction of almost 50% in the reserve fund. Commitments for work under way at end of year totaled \$23,791,000.

Motor Vehicle Registration reached 703,000, Gasoline Consumption 590 million gallons and Vehicle-miles of Travel approximately 8.4 billion.

During this period the 67 counties spent approximately \$3,000,000 for construction and \$6,800,000 for maintenance, and the cities' expenditures were practically equal to that of the counties. On road debt the counties (using mostly Second Gas Tax proceeds) paid \$8,700,000 and the cities \$6,600,000.

The Department initiated a program of Wayside Park Development.

New State Road Department Building Started.

The Department completed 305 jobs, some of which were begun in previous years, improving 1,112 miles of road and 9,200 feet of bridges at a contract or estimated cost of \$21,336,000.

Improvement Commission empowered to issue County Road Bonds pledging 80% Surplus Gas Tax. Any state road in the county is eligible for improvement with such funds but the Department has to guarantee completion of the project within the estimate it provides and maintenance of the facility after completion until the bonds are retired.

1948 — Improvement Program Continues at Rapid Pace.

Construction expenditures for year total \$33,345,000. Maintenance costs were again high, totaling \$8,353,000 for the year. Commitments for work under way at end of year were \$15,767,000.

The Department completed 174 construction jobs at an estimated cost of \$21,751,000 improving 748 miles of road and 14,000 feet of bridges.

Highway travel, gasoline consumption and Department income continued to increase. Vehicle-miles of travel reached nine billion, motor vehicle registration climbed to 779,000, and gasoline consumption 638 million gallons. Since a gasoline gallonage tax was first imposed in 1921, more than one-half billion dollars have been collected. Only 282 million have been allocated to the Road Department.

Though Department income broke previous records by exceeding \$35 million, all reserve funds were exhausted and the year ended with no funds on hand except restricted 80% county surplus funds.

In the 1947-48 Biennium more than one-fourth of the Department maintained mileage was improved.

Department moved into new home which the Cabinet named the Spessard Holland Building.

The Improvement Commission County Road Bond Program continued to expand. By the end of the year surplus was accruing to 47 counties, making them eligible to participate. Resolutions indicating desire to do so had been filed by 23 counties, while 17 counties had bonds aggregating \$11,237,000 approved and \$7,851,000 of bonds for 12 counties had been issued.

The State Maintained System had grown to 8,950 miles. Chart labeled "The Highway Systems of Florida" (see index) gives mileage of all roads and streets in the State by administering agency.



WAYSIDE PARKS, INITIATED THIS BIENNIUM PROVE POPULAR WITH MOTORISTS.

Top: The Dora C. Bayless Park at north end of Thomas A. Johnson Bridge over Pensacola Bay is typical of intensive development near metropolitan centers, used by organized groups and individuals. Bottom: Cottondale Park (on US 90) is typical of the simpler developments in sylvan settings enjoyed by road weary motorists.

STATE HIGHWAY ENGINEER'S REPORT

Construction and maintenance operations reached an all time peak in both volume of contract work and mileage constructed during the 1947-48 biennium. Expenditures for construction during this period totaled \$66,484,173.47 while maintenance expenditures were \$13,792,915.48. In mileage completed our records show a total of 646 miles of new road construction, with 516 miles being added to the state maintained system of highways, during the two year period since 1946.

Our resurfacing program of roads badly in need of repair but necessarily delayed during the war years, was virtually completed during this biennium. This program did not include all of the state maintained system in need of repair due to the limitation of funds available for this purpose, but did include some of the most heavily travelled roads in the state. An example of this type of work is State Road 5, U. S. Highway No. 1, between Jacksonville and Miami.

To relieve traffic congestion on U. S. Highway No. 1 on the lower east coast, a new route designated as State Road 9 was surveyed and work begun at Miami with a goal of eventually providing a dual lane highway from Miami to Stuart as the first increment of an alternate route down the east coast. Contracts were let and paving completed between Miami and Opa-locka, and a contract for grading work between Opa-locka and the Broward County line is now in progress on this new route.

Several important projects on the Interstate System of Highways were begun during the past biennium. Among these are three miles of Road 600 in and just east of Tampa; two miles through Daytona Beach on U. S. Highway No. 1; twenty-three miles of new road between Tallahassee and Quincy on State Road 10, U. S. Highway No. 90; a new bridge over the Perdido River on Road 10 in Escambia County; and various bridge and pavement widening throughout the system.

Important work on State Road 25 between Leesburg and Miami has been initiated. This work includes grading and paving a 22 mile stretch between Clermont and a point north of Haines City, and several sections of resurfacing existing paved sections on this route.

On State Road 55, known as the West Coast Highway, notable progress has been made. In Pasco County a new bridge over the Pithlachasootie River is nearing completion, and 11 miles of new paving between the Pinellas County line and Road 52 has been completed. In Pinellas County a 5 mile section just south of the Pasco County line has been completed, and a contract has been let for grading 8 miles north of Road 60, as well as the construction of an overpass at Coachman.

Among other important projects throughout the State which have either been completed or initiated are the following: 10 miles of paving and bridges between Lakeport and Indian Prairie Canal on Road 78; 11 miles of paving and an overpass between DeSoto City and Lake Placid on Road 25; 22 miles of retread paving on Road 45 between the Manatee County line and Road 676; 8 miles of new paving on Road 80 between Tice and Olga; 9½ miles of paving on Road 37 between Mulberry and Lakeland; 17½ miles of resurfacing between Venice and Sarasota on Road 45; 18 miles of retread in Alachua County between Micanopy and Rochelle; a 11 mile section of new paving on Road 47 in Columbia County between Ft. White and Columbia City; a bascule type bridge over Bayou Chico on Road 292 in Escambia County; a 7 mile section of paving on U. S. Highway 90 between Cypress and Marianna; a bridge over Bakers Haul-over on Road A1A in Dade County; 12 miles of paving west of Ft. Pierce on Road 68 in St. Lucie County; 22 miles of paving on Road 50 east and west of Orlando; bridge and approaches at Vilano on Road A1A in St. Johns County; and 10 miles of paving between Citrus County line and Bushnell.

We look forward to further constructive work on a long range program of necessary road and bridge projects during the next biennium.



IMPROVED SR 9 (27TH AVENUE) IN MIAMI DESIGNED TO HANDLE HIGH VOLUMES OF THROUGH AND LOCAL TRAFFIC.

Top: Completed Job 8724-201 as it appeared May 7, 1948.

Bottom: Beginning of Job 8724-202 at 36th Street on the same date.

MAINTENANCE

General

Maintenance ordinarily means the preservation of a facility in its original condition as constructed, or its restoration to such original condition. In highway administration maintenance covers not only the preservation and restoration of the facility, but also services that might be classed as operations and which add to the protection, comfort, convenience and pleasure of the traveling public. These extra services include operation of drawbridges, marking and signing highways for the guidance, information, control and warning of motorists, and roadside treatment for their greater safety and pleasure.

The maintenance of roads and bridges is fast becoming recognized by those in the transportation field, as well as those using these facilities for business and pleasure, as one of the most important functions of the State Road Department, and the public is rightfully entitled to expect that these facilities be kept in good condition at all times. Funds for the maintenance of our highways and bridges have always been kept exceedingly low so as to allow a greater portion of the Department's revenue to be used for new construction. This is borne out by the fact that our annual maintenance expenditure is only 1.15% of the total of \$415,397,000 invested in the State Maintained System which embraces 8,950 miles of roads and 114.3 miles of bridges. The Maintenance Department also keeps up many other allied facilities, such as roadside parks, parking areas, roads in public institution grounds, farmers' markets, etc., which are not included in the above figures.

Quite often the Maintenance Department is called upon by the various counties for services in connection with storm damaged roads and bridges that have failed, and in many instances funds for this purpose are diverted from our regular appropriation, limiting to that extent the needed improvement to our own maintained system; however, these services have quite often facilitated movement of vital cargoes in the areas aided.

Under regulations and agreements entered into with the Federal government, it is mandatory for the State Road Department to maintain to a high standard all projects on which Federal funds have been spent, and if the Department should fail in keeping these agreements the Federal government may withhold Federal aid to the entire state. Fortunately this state has never failed on its maintenance agreements.

Our cost per mile for maintenance is \$626 compared with the national average of \$751, notwithstanding the fact that our bridge mileage is proportionately far in excess of other states. We maintain approximately 114 miles of bridges, including 125 separate structures which open to navigation and require the services of bridge tenders whose combined salaries amount to approximately \$225,000 per year. We also maintain approximately 38 miles of timber structures, whose upkeep is extremely high. These are being replaced with a permanent type of construction as rapidly as funds permit.

The Maintenance Department, which operates under a centralized control headed by the State Maintenance Engineer, gives all of our field forces the latest and most practical advice regarding new methods of procedure, and sees to it that they have the most modern and suitable equipment for their operations. It controls uniformity of materials used, and only those materials tried and tested are employed by the Department.

In each of our five Divisions there is an Assistant Division Engineer in charge of Maintenance, under whom function three to four local Maintenance Engineers directly supervising the field forces in maintaining approximately 500 miles of roads in four or more counties. The Department has 17 depots at each of which there is operated an office, a warehouse and a shop for the repairing of equipment. The location of these depots are shown on map on page 2, identified by the legend figure 3.

Bridge Repair Crews

The Department has modernized its methods of general maintenance, especially in the field of bridge repairs. It now maintains a centralized shop and warehouse for this purpose at Orlando. Floating crews fully manned by skilled, competent workmen and most modern equipment are now utilized and at the present time three fully equipped floating machine shops, as shown in the accompanying photograph, are performing repairs to our structures as well as erecting some in cases where it appears they can do so at less than contract cost.

Operating from these centralized headquarters are five highly skilled electrical crews supervised by a Master Electrician. These crews are stationed in various Divisions and each outfit consists of an electrician and helper. These men are constantly engaged in the repairing and maintaining of our electrically operated bridges. They also perform most of the electrical wiring required at our convict camps, signal devices, maintenance depots, etc. The crews are fully equipped with a linesman truck which contains modern electrical repair equipment.



MODERN AND MODEL PRISON CAMP AT BARTOW.

Top: Prisoner Barracks.

Center: Office and captain's quarters, mess hall and commissary and another view of prisoner barracks in center background.

Bottom: Repair shop, storage shed, office and warehouse.

Sign Shop

Our Department also maintains at Lake City its own sign shop which fabricates, stencils and reflectorizes practically all signs used on state roads. The sign shop employs especially trained personnel and is equipped with precision instruments and machinery as efficient as any in the nation. Aided by some improvement in metal supply during the last two years the shop was able to increase its production over 250%, having fabricated 36,673 units, including 9,680 regulatory signs, 11,477 warning signs, 3,370 guide signs and 12,146 delineators. In addition to fabrication of new signs the Lake City shop reconditions used signs which are damaged or deteriorated, and restores them to service at a fraction of the cost of new signs.

Center-lining

It is recognized that the centerlining of our highways is a "must," and the Department in planning for the present as well as the future has assigned a complete center-stripping outfit to each Division, together with a smaller unit used primarily for short sections of centerlining and for the purpose of pavement marking, such as school zone, railroad crossing, stop signs, etc. A small beginning has been made in the northwest section of our state in the use of "no passing" lanes, and it is hoped that shortly our entire state will be so marked. The accompanying photographs show the latest type of equipment which the Department is now employing.



MOTORIZED MAINTENANCE EQUIPMENT

Top: Complete bridge repair unit consisting of suburban Chevrolet carryall towing 4-man house trailer, 2-ton hoist truck, emergency electric power plant and mobile machine shop.

Bottom: Motorized center line unit-Chevrolet 1/2 ton pickup towing portable center line machine; truck mounted center line striper. All in mobile positions.

Warehouses

At each of the 17 depots we maintain a warehouse where, in addition to keeping a store of small tools and regularly used material, we operate a cold mix asphalt plant. These warehouses eliminate numerous small purchases and result in substantial economy in saving of time and in the lower prices obtained by bulk purchasing. A state warehouse at Gainesville is used to supply the other warehouses and for distribution of certain types of supplies.

We also maintain at all of our maintenance depots a fully equipped repair shop to make both minor and major repairs to all automobile equipment, as well as the heavy machinery such as draglines, motor patrols, concrete mixers, etc. All of these shops are manned by competent personnel whose duty it is to see that all of the equipment within the maintenance unit is properly repaired and kept running, and also to make emergency repairs in the field on heavy construction machinery which is not practical to move into our shops. The Department operates 1229 vehicles of which major portion are trucks; 27 draglines and truck cranes, 21 motor patrols, 92 mowing tractors, 26 heavy tractors, and hundreds of other smaller pieces of machinery.

State Convict Road Force

Convicts are the principal source of labor for maintenance of the state highways under jurisdiction of the Department.

A 1917 Act with subsequent amendments permits the Road Department to use all except 50 of the able bodied male state prisoners in road construction and maintenance, charging the Department when doing so with caring for all their needs, including transportation, housing, feeding, clothing, guarding and medical treatment.

At present the State Convict Road Forces of around 1200 convicts are housed in 31 more or less permanent convict camps strategically located throughout the State so as to be of the most efficient use in highway maintenance. The map on page 2 shows the location of these camps, identified by the legend figure 14, and the convict operating statements under tables and charts (see index) give information on the camp composition.

Each camp is operated as a complete unit with convict captain, yardman, an average of five day guards, and a night guard. A licensed physician is on call day or night to attend the physical needs of the convicts at each camp.

While they are required to work long hours (not exceeding sixty hours in any one week or eleven hours in any one day, including time spent in going to and returning from work), most of the convicts develop both physically and mentally by working in the fresh air and sunshine and eating the good wholesome food which is served at the road camps. Since the war, the cost of maintaining a convict in our camps has more than doubled; however, it is still far below the cost of free labor and a great deal more work is obtained from the convicts than free labor would supply.

Four colored convict camps have been converted to white convict camps during the last two years because the proportion of eligible white convicts has increased. At the end of the biennium the Department had 630 white male convicts in 12 camps and 732 colored convicts in 19 camps.

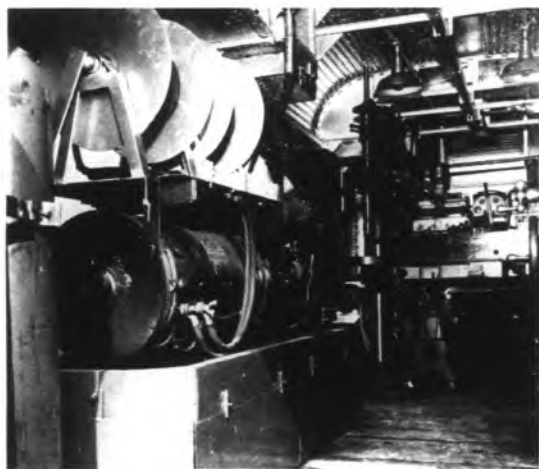
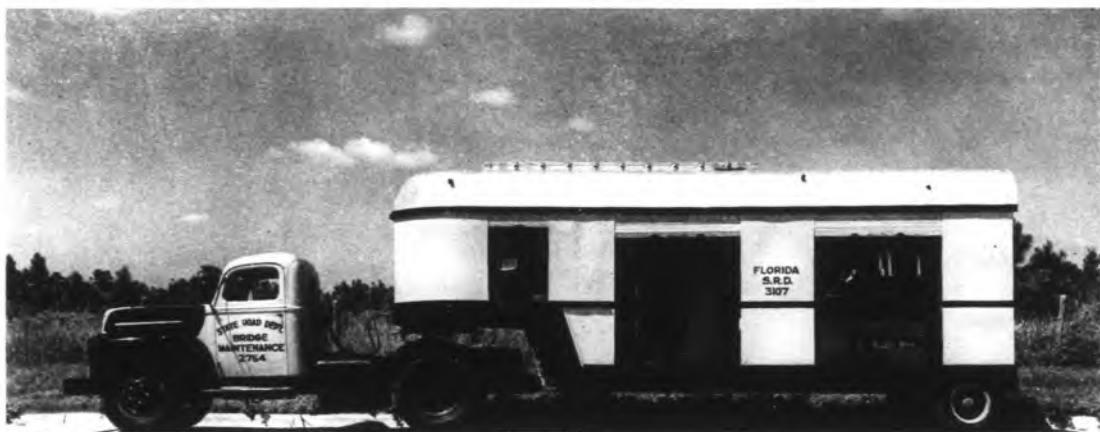
In this biennium the Department built at Bartow a model camp of masonry construction and new design. The prison barracks are built for maximum security and comfort of the inmates and affords them more room and privacy. The personnel quarters have been vastly improved and made more home-like.

In addition to a camp physician employed at each camp to take care of the medical needs of the convicts, we now have a dentist who, while employed by the Department, works under the direction of Dr. A. F. Douglas, Chief Dentist of the State Institutional Dental Service at Chattahoochee. The dentist travels from camp to camp in a trailer unit which is equipped to take care of all dental needs of the inmates except the manufacture of dental plates. Convicts who require dentures are sent to the dentist at the State Prison for these and returned to their respective camps when the dentist has finished with them. Since starting out in August of 1948 the dentist has extracted and filled hundreds of teeth and instituted other preventive measures to eliminate suffering from tooth trouble in our inmate population. Previously camp personnel had to take convicts into crowded local dentists offices and wait long periods for appointments.

During the past two years efforts have been made to expand the inmate athletic recreation program. While progress has been slow, approximately half of our camps now have regulation soft ball diamonds on the camp grounds and volley ball and basket ball courts in the prison yard. The response of the prisoners and personnel to these games has been fine. One camp has played regularly scheduled soft ball games with teams from surrounding towns and the townspeople as well as the convicts look forward to these games from one week end to the next.

During 1948 the Department furnished uniforms consisting of pants, shirts, ties, hats, sam browne belts and a light jacket to its guards and foremen working convicts on the highways. These uniformed men present a much better appearance to the traveling public than they formerly did when dressed in clothes of their own choosing.

With the exception of escapes, many of which took place while the convicts were engaged in maintaining highways through cities and towns and could not be prevented for fear of jeopardizing the lives of others, practically all trouble, which frequently occurs in any penal system, has been eliminated by following the theory that in prison administration, moral forces should be relied upon, with as little admixture of physical force as possible, and organized persuasion be made to take the place of coercive restraint, the object being to make of the convicts upright and industrious men looking toward the time when they go back into society; that brute force may make good convicts but moral training alone will make good citizens; by looking more closely to their general welfare and by requiring the camp personnel to adhere strictly to rules and regulations governing their care and maintenance.



DETAILS OF MOBILE MACHINE SHOP USED IN BRIDGE MAINTENANCE.

Top: Outside view looking into side openings.

Bottom: Left and right interior views showing South Bend 6 foot Lathe, Model 198 D with complete attachments; 105 cu. ft. gasoline driven air compressor with pavement breaker and sheet pile hammer, air drills, band saw, portable hand grinder, riveting hammer and similar attachments.

BRIDGES

During the biennium 1947-48, the extensive bridge construction program started during the previous biennium was continued and extended. Certain necessary materials such as structural steel, machinery and castings — although not available in pre-war abundance, have been definitely available on slow deliveries. Most projects involving these materials have taken a much longer time to complete than was originally anticipated, but even if somewhat delayed, progress has been steady, and a considerable number of major bridges have been completed, and many others of lesser importance.

Major structures completed and opened to traffic during the biennium include:

Suwannee River Bridge at Luraville on State Road 51, about 4 miles North of Mayo. This bridge includes a 420-ft. suspension span and is the only structure of its type in the State designed for modern highway traffic. This bridge was given wide publicity in the technical press and attracted much attention from officials of other states.

Indian River Bridge at Melbourne, which includes a 220-ft. steel deck plate girder swing span.

White City Bridge over the Intracoastal Waterway on State Road 71 in Gulf County. This bridge includes a 105-ft. vertical lift span with the trusses and towers of all-welded construction.

Taylor Creek Bridge on State Road 15 in Okeechobee County, including a single-leaf bascule draw span.

Contracts for the above four bridges were awarded during the 45-46 biennium.

Other major bridges contracted for and completed during the 47-48 biennium include:

Orange River Bridge on State Road 80 in Lee County, including a single-leaf bascule draw span.

North River at St. Augustine on State Road A-1-A connecting Vilano Beach to the Mainland. This bridge includes a 105-ft. vertical lift span, with all-welded-trusses and towers.

Sunny Isles Bridge across the Intracoastal Waterway on Road 826 at North Miami Beach. This bridge had been completed, except for its double-leaf bascule draw span, in 1942. The shortages which developed in structural steel and machinery prevented construction of the draw at that time. The bridge carries a 4-lane roadway of 44 feet width and is one of the largest draw spans of its type on the State Road System.



Orange River Bridge on SR 80 in Lee County completed this biennium. Job 1202-106.

Halifax River Bridge at Daytona. This bridge of 1777-ft. length and carrying a 44-ft. roadway and two 6-ft. sidewalks and including a double-leaf bascule draw span was the largest bridge project completed during the biennium.

Other major bridges for which contracts were let during the biennium and which are in various stages of construction are:

Bayou Chico Bridge on State Road 292 at Pensacola, including a double-leaf bascule draw with 44-ft. roadway and two 6-ft. sidewalks.

Amelia River Bridge on State Road 200 near Fernandina, including a double-leaf bascule draw.

Pablo Creek Twin Bridges on State Road 212 at Jacksonville Beach. These are two parallel bridges on 50-ft. centers, each with a 28-ft. roadway and including a double-leaf bascule draw.

Indian River Bridge at Titusville including a 220-ft. deck plate girder swing span.

Andrews Avenue Bridge over New River at Ft. Lauderdale. This bridge will carry a 4-lane roadway and 2 sidewalks and includes an all-welded-double-leaf bascule draw.

Cedar Creek Bridge on Road 105 in Duval County including a single-leaf bascule draw.

Pithlachasootie River Bridge on Road 55 at New Port Richey including a single-leaf bascule draw.

Bakers Haulover Bridge over Haulover Canal on Road A-1-A at Miami Beach. This is a high level structure of continuous deck plate girder construction. The bridge proper is 1256 ft. in length and carries two 6-ft. sidewalks and a 56-ft. roadway divided in the center by a concrete strip 4 ft. wide into two 26-ft. roadways. Its contract cost with immediate approaches is approximately \$1,440,000 and it is the largest bridge contract let during the biennium.

Of equal importance with the major bridges listed above, are some 180 structures of lesser size and cost scattered throughout the entire State. These vary from single 15-ft. spans to structures of several hundred feet in length and costing \$200,000 or more. Space will not permit individual descriptions of all these.

One program of great importance has been the widening of many concrete bridges which were of sound construction, but too narrow for present-day traffic. Our predecessors a generation back were responsible for many durable bridges, but not visualizing the volume and velocities of present day traffic, they are of widths which are dangerous for high speed passing. This work has proven very expensive as we find that the cost of widening an existing structure from a roadway width of 20 feet to 28 feet is approximately 80% of the cost of a new 28-ft. bridge when built in a new location. The necessity for tearing out old parts and maintaining traffic on the structure during the widening construction are principal reasons for the high unit costs. On State Road 5, along the East Coast, practically all 20-ft. bridges have been widened to 28-ft. except in a few spots where changes in location are anticipated.

Two interesting projects developed through the failure of two old County-built structures which have been taken into the State system.

One of these was the bascule bridge across Jupiter Narrows at Hobe Sound. One of the bascule piers collapsed by reason of undermining of its foundation, making the bascule leaf inoperable. The restoration work, which was performed by contract, consisted of jacking the leaf off of the collapsed pier, enclosing the pier with a cofferdam and additional piling, removing part of the pier, tying in the cofferdam and new piling to the remains of the old pier by means of a concrete seal, reconstructing the upper portion of the pier in its correct position and restoring the leaf to operating condition. The work was performed and traffic restored within 124 days after award of the contract, which was considered an excellent construction record.

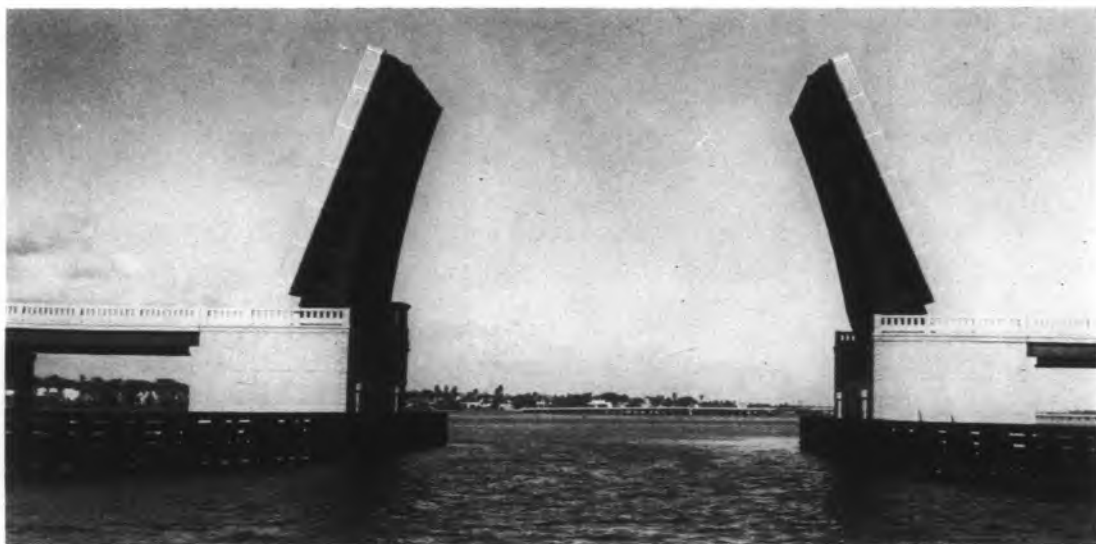
The second major failure was of a large single-leaf bascule crossing Sisters Creek on Heckscher Drive (Road 105) in Duval County. Replacement was done by the Department's own forces and some rented equipment. The replacement consisted of some 300 feet of Bailey Truss approach spans and a floating draw span composed of "Navy" pontoon cells powered with a 2-drum hoist. The entire replacement was made within approximately 60 days.

The Bridge Department has acted in an advisory capacity on two large projects being constructed by Counties. One of these is the Santa Rosa Island Bridge at Pensacola Beach; the other is the Riviera Bridge across Lake Worth near West Palm Beach. Both of these bridges have double-leaf bascule draw spans and long, concrete trestle approaches. Our work on these projects has consisted of checking all plans and specifications which the Counties had prepared, through private engineering firms, advising on construction procedures and placing an engineer on the job to act as observer through the construction period.

Records in the bridge office show that during the biennium, plans were prepared for 20 Federal Aid Bridge Projects and 66 State Bridge Projects. These cover 188 separate bridges, with total lengths of 30,532 feet. Fifteen bridges included movable spans and one was of long-span-continuous-steel-plate girders. In addition to plans for new bridges, 62 structural drawings were prepared for other departments.

The combined cost of all this planned work — either let to contract or estimated at probable contract costs — will approximate \$12,000,000. The entire cost of bridge engineering services, including the core boring, planning, special provisions and general field inspections will approximate 1% of the above cost; 74% of this work has been let to contract.

Tables showing in detail the work planned by the Bridge Department are submitted herewith. It will be noted that not a single bridge of all-timber construction was planned on the State Road System. Only two all-timber structures were planned; one, a ramp at Atlantic Beach, and one, the reconstruction of a small bridge on a County road in Osceola County. A few secondary bridges on Roads of minor importance were planned with treated timber piles supporting steel and concrete superstructures. All other bridges were planned in permanent construction with steel and concrete members throughout. No bridges on the State system were planned with roadway widths less than 24 feet and most were wider. This construction should obviate the necessity of our successors a generation hence, having to undo or re-work our present day construction.



BROADWAY BRIDGE ON ROAD A-1-A IN DAYTONA BEACH. This 1,777-foot bridge connecting the Mainland and Beach sections of Daytona Beach was completed and dedicated November 8, 1948 in honor of Robert T. Carleton, Board Member from the Fifth District, and Elmer Blank, County Commissioner.

Top: View during construction looking from draw toward Beach.

Bottom: Completed double leaf bascule in open position which shows 90-foot navigation clearance.

FIELD DIVISION OPERATIONS

FIRST DIVISION

Confronted with an unprecedented backlog of urgently needed construction and maintenance the First Division, during the biennium of 1947-48, far out-shadowed all previous programs in its history. With the necessary funds available and the supply of road building materials fairly adequate, more miles of new roads were constructed and more miles of roads rehabilitated than during any other previous two years period.

Many projects embodying the design and construction of the appurtenances for primary and secondary systems, and including farm to market roads, have either been completed or are under construction. Included in these are major bridge construction and overhead crossing projects of the first magnitude.

The rehabilitation of many miles of obsolete and deteriorated pavement was facilitated by the use of "typical section" plans which consisted of the proposed typical section of improvement plus the necessary bill of material. The amount of time saved in drafting plans of this nature is incalculable.

Competent engineering personnel, experienced in the many types of construction and rehabilitation, and an ample supply of labor, both skilled and unskilled, have been major factors in the successful culmination of this tremendous program.

One of the major construction projects completed was a section of the West Coast Highway, State Road 55 between Tarpon Springs and State Road 52. This project was constructed for a distance of 13.023 miles and consists of a 24 foot limerock base with a hot binder course and an asphaltic wearing surface. This section also includes an overhead bridge 159 feet in length, a 270 foot bridge over the Anclote River and a 257 foot bridge over the Pithlachasootie River. The north end of this section connects to a 22 foot lime-rock base surface treated road and plans are underway to extend this project south to a connection with State Road 60 at Clearwater.

Two grade crossing elimination projects are under construction which will greatly improve the present alignment and eliminate two extremely dangerous railroad and highway intersections. One consists of a 578 foot overhead bridge and approaches over both the Atlantic Coast Line Railroad and Seaboard Air Line Railroad at Owensboro on State Road 35. The other is a 322 foot overhead bridge and approaches over the Seaboard Air Line Railroad at Polk City on State Road 33.

State Road 37 between Mulberry and Lakeland is complete. For a distance of 4.735 miles this section consists of a 24 foot limerock base with an asphaltic concrete surface. This portion of the job is constructed on an entirely new alignment. The remaining 3.703 miles consisted of widening the existing base and applying an asphaltic concrete surface to conform with the typical section of the new construction.

Probably the most ambitious undertaking in this Division is the reconstruction of a section of Road 600 between Nebraska Avenue in Tampa to a point 3.037 miles east. The typical section is of the municipal type



IMPROVEMENTS HAVE BEEN MADE TO MANY MILES OF SR 25. View shows Lake County Job 1120-204 in the Fifth Division. Other jobs were completed in the First and Second Divisions.

with concrete curb and gutter and storm sewer system. The width is 84 feet from face to face of curb and with a 7½ foot sidewalk on either side. Two traffic lanes eleven feet wide constructed of 7 inch plain concrete, one 10 foot service lane and one 8 foot parking lane are to be constructed on either side of a four foot median strip. The parking and service lanes are to be constructed of limerock base with an asphaltic concrete surface to facilitate the public utility companies access to their underground facilities without the necessity of tearing up the concrete pavement. An unusually elaborate storm sewer system is necessary and will require the laying of 35,500 lineal feet of pipe — nearly six and three-quarter miles. This item alone is a major undertaking.

McGregor Boulevard, on State Road 867 in Fort Myers, is now under construction. This consists of a concrete curb and gutter section 36 feet between faces of curbs and complete with a new storm sewer system. The length is 0.990 mile and when completed will relieve a congested traffic situation between Fort Myers and Fort Myers Beach.

Between Tice and the Hendry County Line on State Road 80 a new road has been constructed that materially shortens the distance between these two points due to a large portion of this project being constructed on an entirely new alignment. Many fast breaking curves have been eliminated as well as a grade crossing at Buckingham. This project consisted of constructing a 24 foot sand bituminous road mix pavement, drainage structures, grading and ditches. The length of project was 15.253 miles and includes two bridges with a total length of 410 feet over the Orange River. One of these is a single leaf bascule span.

From a point 1.889 miles northeast to the Peace River Bridge at Charlotte Harbor, near Punta Gorda, a new 22-foot limerock-base road has been built that greatly improves the alignment. The old facility was very narrow and followed to a great extent the shore line of the harbor. The new construction eliminates a traffic bottleneck that has existed for a great many years, especially during the tourist season.

The construction program for Courtney Campbell Parkway (formerly Davis Causeway), on Road 60, between Tampa and Clearwater has been completed. This is one of the showplaces of the West Coast and boasts accommodations for picnics, fishing, bathing and sightseeing. Upon a shell base, a 24 foot bituminous retreat surface has been constructed complete with 8½ foot shoulders paved with surface treatment type 1. This shoulder area provides a parking lane and also serves as a pavement protection from vehicles driving off the main highway to the picnic shelters, barbecue pits and bathing areas. Throughout the length of this project, which is approximately 9.5 miles long, thirty-five barbecue pits have been constructed and seventy picnic shelters located. The popularity of these facilities is evidenced by the fact that on a Sunday or holiday they are utilized to their fullest capacity.

From the Kissimmee River Bridge on Road 60 to a point 12.5 miles west, a new type of "typical section" job has been constructed. The old existing roadbed contained many pavement failures and was, in general, in a deteriorated condition. The old 15 foot rock base with an asphalt surface, narrow shoulders and ditches of varying widths and depths was inadequate to accommodate present traffic demands. The right of way widths varied throughout the job but prior to construction operations the county provided a uniform width of 100 feet. The contract was awarded, based on the following typical section: "standard and selective clearing and grubbing for the full width of right of way; the widening of the present pavement to 22 feet and the construction of a leveling and finishing course to be done with S. B. R. M. pavement; the shoulders to be widened to a minimum width of six feet with uniform slopes and ditches; the existing drainage structures to be lengthened to fit the new roadbed; the roadway ditches to have a uniform slope each way from the ground line high point to the cross drain." The earthwork on this project was estimated by average sections taken at intervals of one-fourth mile with additional guide point sections taken where necessary. The pay quantity for the earthwork was on a "grading per road mile" basis with the necessary borrow material paid for by actual pit measurements with no overhaul payment allowed. This project, after completion, presents the uniform appearance of being constructed from a complete set of plans, and leaves little to be desired.

The mileage of the state maintained road system is constantly being increased due to the absorption of roads from the county maintained system to that of our own. Many of the roads taken over for maintenance are in a badly run down condition and require extensive repairs. It has been necessary to increase the maintenance personnel as well as maintenance equipment and materials. In view of these conditions a new maintenance camp and convict camp have been built at Bartow. This camp is of a permanent nature and all buildings have been constructed of concrete block, aluminum casement windows, asphalt roofs and linoleum tile floors. The buildings were all designed and the construction supervised by Department personnel. It is without doubt one of the most modern plants of its kind in the entire south.

SECOND DIVISION

As we entered our construction program for 1947, we were practically back to full operating strength from standpoint of jobs underway and supervising personnel in the field with pre-war conditions.

The shortage of skilled personnel has been reduced considerably by the return of many former employees from the armed forces. The returning veterans brought to the Department new methods and construction experience acquired during their service period.

At the beginning of the 1947-1948 biennium there were approximately fifty construction jobs underway in the Second Division, all of which have been completed, and many new jobs have been started. We have, at the close of year 1948, twenty-six jobs underway which should be completed during 1949.

Among the regular FA projects completed in the past two years are: (1) 8.3 miles of limerock-base paving with hot mix seal surface on SR 25 between High Springs and Alachua; (2) approximately twelve miles paving, widening, and resurfacing on SR 5 from Jacksonville to Bayard, including approximately 1 mile of the latest design of FI municipal section within the city limits; (3) two concrete bridges over the Steinhatchee River and overflow channel on SR 55. Jobs completed on the Secondary System include (1) ten miles of sand bituminous road mix paving south from Oldtown on SR 349, (2) Goodby's Lake Bridge and approaches, and (3) fifteen miles of sand bituminous road mix paving northeasterly from White Springs on SR 135.

Many jobs have been completed which were financed by State or State and County funds. Among those of major importance are: (1) University of Florida campus roads and streets; (2) steel suspension bridge over the Suwannee River and three concrete relief bridges, completing the gap in SR 51 between Mayo and Live Oak; (3) ten miles of sand bituminous road mix paving on SR 47 from Fort White to Columbia City and (4) roads in Stephen Foster Memorial Park at White Springs.

Plans have been completed and construction is either underway or advertisement for bids on the work is pending on many jobs to be financed by Federal, State or County funds. Important jobs underway are: (1) Shad, Haulover, and Cedar Creek bridges on Heckscher Drive in Duval County; (2) Beach Boulevard, the "Super Highway" between Jacksonville and the Atlantic Ocean, which includes two bascule bridges over Pablo Creek and on which paving is complete except for one mile of fill and bridge approaches; (3) Welcome Station constructed alongside SR 5 near the Georgia line at an expenditure of about \$33,000.00; (4) 18.6 miles of sand bituminous road mix paving on SR 18 from SR 25 at Mikesville to Brooker; (5) 15.5 miles of limerock base paving from Gainesville to Newberry on SR 26; and (6) double leaf bascule bridge over Amelia River on SR 200. Plans have been completed for several important improvement projects on major highways leading into Jacksonville as well as for proposed work throughout the Division. Plans for a large bridge construction program are either complete or on the drafting board.

Several jobs are now underway and plans are ready for others to be constructed by use of funds loaned to various counties through the State Improvement Commission. This arrangement is very helpful to the counties participating as it enables them to obtain much needed outlet roads for rural sections.

As in the past, a large periodic maintenance program has been completed each year. This work consisted of widening and resurfacing roads, widening shoulders and lengthening culverts. Our roadside development work has covered approximately 60 miles and consisted of widening shoulders and flattening slopes.



Top: Bridge construction on Heckscher drive.



Right: Improvements to US 1 in St. Lucie County.



TWO 4-LANE DIVIDED HIGHWAYS IN DUVAL COUNTY. Top: Section of Municipal Interstate System in South Jacksonville, US 1, SR 5, Job 7219-107. Bottom: Beach Boulevard from Jacksonville to Ocean, SR 212, Job 7219-107.

Wayside parks have been constructed by State forces for the use of tourists at the following locations: U. S. 90 at Ellaville, U. S. 19 at Fannin Springs, U. S. 19 at Tennile and U. S. 17 near Georgia line (Welcome Station).

Our routine maintenance work during 1948 was seriously curtailed by the damage from flood waters of the Suwannee River and its tributaries.

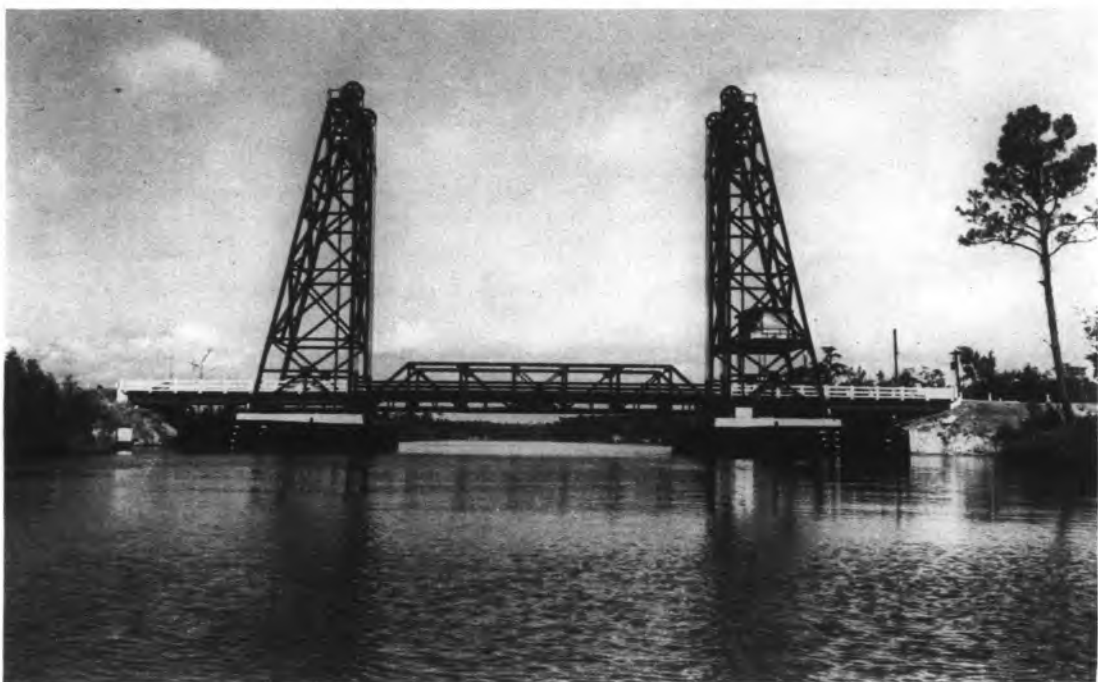
THIRD DIVISION

During the years of 1947 and 1948 the Third Division completed the largest program of construction and reconstruction in the history of the State Road Department.

Approximately 132 miles of hard surfaced roads were constructed as part of the secondary or farm to market system. Of these, 63 miles were of the Sand Clay Base Surface Treated type and 69 miles of the Mixed in Place Sand Bituminous Road Mix Type. The Sand Clay type was constructed in the northern portion of the division where good sand clays are available and the sand bituminous type along the coastal areas where there are no local road building materials other than sand and muck.

The greatest improvement made in our arterial system was an extensive widening and resurfacing program started in 1946 and completed in 1948. In this program approximately 90 miles of pavement were widened from 18 or 20 feet to 24 feet. The widening was made with Sand-Asphalt Hot Mix and a wearing surface of Asphaltic Concrete placed over the entire width. In addition to this widening, 14 miles of U. S. Highway Number 90 were reconstructed to modern standards.

Something new for this part of the country was started about two years ago with the inauguration of a Wayside Picnic Park program. There are seven of these parks in use at the present time in this division. They vary in size but conform to a basic pattern. In all of them are outdoor ovens, concrete tables and



BRIDGE CONSTRUCTION IN THIRD DIVISION.

Top: Perdido River Bridge under construction June 15, 1948 on US 90 at Alabama State Line (Job 4801-203).

Bottom: Elgin Bayless Bridge on SR 71 over Intracoastal Waterway at White City, dedicated August 24, 1948.

benches and metal shelters. The large ones are provided with bath houses, toilets, showers and electric lights. The largest and most used parks are the ones at Panama City Beach and at the north end of the Thomas A. Johnson bridge at Pensacola.

All the parks have proven to be very popular with tourists and local residents alike. They have been the subject of much favorable comment from the public.

Routine maintenance during this biennium has been very costly due to the abnormal amount of rainfall during both years which brought ponds and lakes to record elevations.

FOURTH DIVISION

During this 1947-1948 biennium the Fourth Division Construction Program was accelerated to the extent of getting under contract many of the jobs that were the results of planning during the war years. The return of old personnel, as well as the employment of additional personnel required to carry on this program, greatly facilitated the accomplishment of this work. Even though this division has completed \$9,900,000.00 in contracts and now has under way contracts totaling \$3,676,000.00, it is felt that much more could have been accomplished had the Right-of-Way been acquired so that the work could have been let to contract. No doubt, the high property values in the lower East Coast areas and the expansion due to the postwar growth were the factors hindering Right-of-Way acquisition.

Some 80 miles of the present East Coast Highway (U. S. 1, State Road 5) was rehabilitated by widening and surfacing. Also, in endeavoring to alleviate the congested condition on approximately 20 miles of this highway, an additional 24 foot lane was constructed with the roadside treated by stabilizing the shoulders and slopes in an effort to increase the safety features of such a heavily traveled highway. To 10 miles of this same highway in Martin County a roadside development project of widening, flattening and stabilizing slopes and shoulders has been completed. In St. Lucie County 7 miles was constructed on new location thereby eliminating the old "Roller Coaster" section that was narrow and hazardous, with provisions made for an additional 24' lane to be paved in the future.

The construction of 3.5 miles of municipal type road through the towns of Riviera Beach and Lake Park on Highway U. S. 1 (SR 5) in Palm Beach County is 60% complete. This improvement consists of constructing four-12' traveling lanes, two-8' parking lanes with curb and gutter, and 5' sidewalks. The storm drainage system is designed to relieve a very bad condition that prevailed throughout the entire length of the project. The system discharges into Lake Worth through two outlet pipes of 54" diameter and into one drainage canal which passes through the job in a 10' x 6' concrete box culvert. The two towns very cooperatively relocated the water distribution mains in the parkway between the curb and gutter and sidewalks.

The completion of the portion of the Jacksonville to Miami Interstate Highway (Limited Access Road) in Dade County from N. W. 36th Street in Miami to Opa Locka at a cost of \$1,550,000.00, and the portion from Opa Locka to the Broward County Line under contract at a cost of \$588,000.00 (grading and structures only), with the surfacing to follow immediately, is the beginning of the alleviation of the congested condition now existing on Highway U. S. 1 (SR 5). It is anticipated that a section from the Broward County Line to State Road 84 at Fort Lauderdale at a cost of \$1,600,000.00 and a section in Palm Beach County at a cost of \$1,255,000.00 will be under way during the coming year.

Rehabilitation this period of 48 miles of State Highways within Municipal limits greatly facilitates the movement of traffic in the most highly congested areas comprising the State Road System.

Construction is underway at the present time, with completion expected by August 1949, of the bridges and approaches over Baker's Haulover on State Road A1A in Dade County. This structure and its approaches are on a new location which is set back from the ocean front, thus providing more protection and a more direct route through the North Dade County Park, a \$2,000,000.00 development offering bathing and recreational facilities for the tourist as well as the local population. The present road and bridges being directly on the ocean front were a constant maintenance problem of large magnitude. This new high level bridge (1600' in length) over the Haulover provides 125' horizontal clearance with 35' vertical clearance thus allowing pleasure craft and small commercial boats to pass from upper Biscayne Bay to the ocean, is being constructed at a cost of \$1,440,000.00.

The two hurricanes of 1947 and two hurricanes of 1948 with their trailing floods proved a great handicap in maintaining the road system up to standard. Many of our roads and streets were under water for periods from 30 to 60 days. The ocean front roads were inundated and washed away and several of our structures were damaged to such an extent that major repairs were required.

During the past two years 34 Railroad Crossing Flashing Signals on both the Florida East Coast Railroad and the Seaboard Air Line Railroad were completed and put into operation. The above total completes the program set up by the Public Roads Administration with the exception of two yet to be installed. These safety measures will greatly reduce the hazards experienced at the respective grade crossing locations.



BRIDGES COMPLETED AND UNDERWAY IN DADE COUNTY.

Top: Completed bridge over Intracoastal Waterway on Road 826 (Job 8717-101) as it appeared May 6, 1948.

Bottom: Baker's Haulover Bridge on Road A-1-A under construction January 11, 1949 (Job 8706-110).

FIFTH DIVISION

During the Biennium 1947-48 funds in a total amount of \$15,026,659 were expended towards the improvement of roads and bridges by the State Road Department in the Fifth Division. The projects on which these funds were expended can be classified into several types and will be discussed singularly and collectively in this report.

There have been numerous major projects placed under construction in this Biennium, the construction or reconstruction of which were held in abeyance after the war years because of lack of plans or lack of rights of way. The major projects are described below.

Construction was completed on 7.014 miles of grade, pavement and structures on road 520 between Cocoa and the Orange County line in Brevard County at a cost of \$315,474. This section will become a part of the 'south leg' of the cross-state road to Cocoa.

The Indian River Bridge at Titusville was contracted for on February 19, 1948 at an estimated cost of \$768,303 and is expected to be completed on or about March 1, 1949. When completed this bridge will afford the motoring public a 24-foot roadway, and navigation a 90-foot clear channel.

In Flagler County the 8.16-mile Bunnell-Flagler Beach road of adequate width was recently completed at a cost of \$426,374, replacing the old 9-foot brick paving. A contract utilizing State Improvement Commission County Road funds was let November 19 to build 10.393 miles of road, including 933 feet of concrete bridges, between Deanville and SR 200.

In Lake and Polk Counties on State Road 25 (commonly referred to as "Federal Aid 19") this Division constructed a link between Minneola and a point 21.8 miles south at a cost of \$853,469.

On Cross-State Road 50 in Orange County there was completed a 14.995 mile project between Orlando and Bithlo at a cost of \$958,170, and between Minorville and Orlando a project 8.529 miles long at a cost of \$823,008.

In Putnam County on State Road 15 between the Volusia County Line and Crescent City, a project on new alignment 4.132 miles long was completed at a cost of \$271,588.

In St. Johns County on State Road A-1-A the Vilano Bridge over the Matanzas River was constructed at a cost of \$580,537. This bridge, having a roadway width of 24 feet and a channel clearance of 90 feet, was completed in October, 1948. During its construction the State operated two Navy-loaned LCT's converted for ferry use, which afforded the people of Vilano Beach and St. Augustine a means of direct communication.

A contract was let and work is under way in Sumter County for the construction of 4.716 miles on SR 44 between Wildwood and Bamboo, at a cost of \$158,588.

In Volusia County two major jobs were contracted for. One was on US No. 1 (Ridgewood Avenue) which is currently under way and should be completed in March, 1949. This project will provide a 4-lane highway of 2.225 miles long between the South City limits of Daytona Beach and Bay Street. The right of way for the remaining distance of 5.685 miles to and through Ormond is currently being obtained by the County and all rights of way should be cleared by April, 1949. The other major project was that of constructing a 4-lane bridge of 1,777 lineal feet over the Halifax River in Daytona Beach at a cost of \$1,503,598. This bridge is the main link between the Beach and Mainland areas of Daytona Beach, and has been designated as the Carleton-Blank Bridge.

Special attention was given to the reconditioning of US No. 1, which program was commenced in 1945. During this Biennium twenty-six narrow bridges were widened from the old roadway width of 20 feet to a new width of 28 feet. The total length of all bridges was 2,612 lineal feet and the cost of such widening was \$434,356. This leaves but three bridges on US No. 1 in the Fifth Division having inadequate widths, the Sebastian River, Turkey Creek and Eau Gallie bridges. It is planned that as soon as funds are made available these remaining bridges are to be widened. In this period, 59.721 miles of pavement which had inadequate widths and was deteriorated were reworked, widened and repaved at a cost of \$981,524. This places US No. 1 in excellent shape for two lanes of traffic in all rural areas in the Division.

Realizing that soft and hazardous shoulders are dangerous, the Department commenced a shoulder stabilization program aimed at eliminating excessive maintenance and accidents. During this period a total of 163.5 miles of shoulders were widened and stabilized with high bearing material, at a cost of \$238,625.

At the beginning of this Biennium there were under contract 193.739 miles of roads and bridges at a cost of \$2,840,530. During this Biennium, work amounting to \$11,973,619 was contracted for covering the construction, reconstruction or maintenance of 261.748 miles of roads and bridges.

URBAN IMPROVEMENTS IN DIVISION ONE

These views show one of the factors, which, besides right-of-way costs, make urban highway development so expensive.



Section 1204-104—Road 867—McGregor Boulevard, Ft. Myers—February 4, 1949. Looking East along McGregor Boulevard from Station 143/00 showing backfilling operation for storm sewer. Note high spoil banks on right due to deep cut.



Section 1003-204—Road 600—Hillsborough Avenue, Tampa—February 2, 1949. Looking south along excavation for Storm Sewer outlet of Station 81/01.14 showing 48" pipe ready for installation. Men are constructing "batter boards" to control the line and grade of the pipe. Depth of excavation approximately 16'.



Section 1204-104—Road 867—McGregor Boulevard, Ft. Myers—February 4, 1949. Laying 15" concrete cross drain for storm sewer at Station 122/00. This is a typical example where underground utilities are encountered. Shown are a 12" water main, a 4-hole 12" telephone conduit and a 3" gas main.



Section 1003-204—Road 600—Hillsborough Avenue, Tampa—February 2, 1949. Looking North at Storm Sewer outlet at Station 81/01.14 showing spoil bank on right from ditch excavation. Concrete pipe (48") is shown at the left of ditch ready for installation.

Summary of improvement operations and cost for the period is as follows:

<i>Description</i>	<i>Length</i>	<i>Costs</i>
1. Sealing (Sand Seal or Mineral Seal)	13.452	\$ 33,975.00
2. Retreating	27.589	170,756.00
3. Surfacing with Retread	13.700	135,779.00
4. Widening and Surfacing	125.568	2,252,915.00
5. Construction	269.917	8,519,454.00
6. Major Bridges	1.125	2,995,814.00
7. Bulkheads and Miscellaneous Structures		679,341.00
		<hr/> \$14,788,034.00

For future work the Department of Plans and Surveys has completed 225.9 miles of right of way surveys and has prepared right of way maps covering 202.1 miles of roads and bridges. These right of way maps have been, or shortly will be, submitted to the counties for acquisition of rights of way. For future jobs, plan work has been completed on 51.6 miles of roads to cost \$3,167,899. Currently being worked on are plans for jobs having a total length of 150.5 miles with an estimated cost of \$5,262,448.



ROAD A-1-A (JOB 8706-104) IN NORTH DADE COUNTY IMPROVED.
Top shows old 2-lane section along ocean front.
Bottom: New 4-lane section relocated inland for greater protection.

FEDERAL AID

The State Road Department has received yearly allotments of Federal Aid Funds for improvements to the highway system since the enactment of the Federal Aid Road Act by Congress July 11, 1916, except for the Federal fiscal years of 1944, 1945 and 1949.

The funds provided by the Acts through 1940 were of the following classifications: Regular Federal Aid funds for improvement of the main highways in the State which are located on the Federal Aid Highway System, Secondary Federal Aid funds for improving farm to market feeder roads and other connecting roads not on the Federal Aid Highway System, Grade Crossing funds for constructing grade separation projects or automatic signals at railroad crossings, and Forest Federal Aid funds for improving National Forest Roads and Trails. In addition, Congress allocated emergency funds for expenditure during the years 1931 to 1935, inclusive, to provide for relief of unemployment.

The Defense Highway Act of 1941, approved November 19, 1941, provided for the allocation of funds for the construction of Roads of Military Importance, Access Roads to Military Establishments and Industrial Plants essential to the war effort, Flight Strips, Elimination of Critical Deficiencies in the Strategic Network System, and the preparation of surveys and plans for the future development of the Strategic Network of highways and bypasses around and extensions into and through municipalities and metropolitan areas. Provisions were also made for the inclusion of right of way costs, to the extent determined by the Federal Works Administrator, for projects on the Strategic Network System and Access Road projects.

The Federal Aid Highway Act of 1944, approved December 20, 1944, authorized funds for each of the first three post-war fiscal years, the first of which was the year 1946. These funds are of four classifications, each for a specific purpose, namely; Regular Federal Aid Funds for projects on the Federal Aid Highway System, Federal Aid Secondary Funds for projects on the principal secondary and feeder roads, Federal Aid Urban funds for projects on the Federal Aid Highway System in urban areas, and Forest Highway funds for projects on highways within the boundaries of National Forests.

The Federal Aid Highway Act of 1948, approved June 29, 1948, continued the provisions of the Federal Aid Highway Act of 1944 and authorized funds for the fiscal years 1950 and 1951. No Federal Funds were authorized for the fiscal year 1949, however the requirement that funds must be expended within two fiscal years after the close of the fiscal year for which they were authorized was extended to three years for 1946, 1947 and 1948 fiscal year funds.

Regular Federal Aid Funds must be matched with an equal amount of State funds. The funds must be expended on the Federal Aid Highway System, which is a system of main highways originally established in 1921 by the Federal Government and the State. The mileage on this system is now 2,923.72, exclusive of 2.77 miles in Federal Reservations, 266.22 miles on the Strategic Network, and 94.17 miles on the National System of Interstate Highways. This mileage may be increased when 90 percent of the mileage is adequately improved and is being properly maintained.

Federal Aid Secondary funds must also be matched with an equal amount of State funds. The funds must be expended on the Secondary System, which is a system of feeder roads including farm to market, rural mail delivery, and public-school bus routes, either outside of municipalities or inside of municipalities of less than 5,000 population. The mileage on this system is 7,002.1 miles and was established as a definite correlated system by joint action of the Public Roads Administration, the Department and County Commissioners.

Federal Aid Grade Crossing funds allocated by the Acts of 1921 through 1940 for use in eliminating hazards at railroad crossings did not require State funds for matching purposes and could be used on any roads or streets in the State.

The Act of 1944 did not make any direct provision for a grade crossing fund; however, up to 10 per cent of the funds authorized by the Act may be used in eliminating hazards at railroad crossings. The funds expended in this type of construction now differ from the funds allocated under the previous Acts in that, now, the Railroad Company involved shall be liable to the United States for a sum bearing the same ratio to the net benefit received by the Railroad Company from such project that the Federal funds expended on such project bear to the total cost; provided however, that in no case shall the Railroad benefits be deemed to have a reasonable value in excess of ten percent of the cost. A further limitation provides that only those projects on the approved Federal Aid or Secondary Systems are now eligible for construction using Federal funds.

Forest Federal Aid funds allocated by the Acts of 1936 through 1940 did not have to be matched by the State and were expended only in National Forests to improve existing roads or to initiate new roads.

Forest Highway funds allocated by the Acts approved December 20, 1944 and June 29, 1948 do not require matching, however, the Commissioner of the Public Roads Administration, Mr. Thos. H. MacDonald, stated in a memorandum dated December 7, 1945, that: "It is now desirable for Public Roads to undertake direct construction of all forest highway projects in eastern states except where the State Highway Depart-

ment is willing to enter into a cooperative agreement similar to a Federal-aid project agreement to pay half of the cost and construct and maintain the project. Accordingly, any work programmed should be with the understanding that Public Roads will do the work directly unless the State Highway Department, or other local authority, will agree to match the forest highway funds with equal amounts of local funds, in which latter case the work will be done by the State Highway Department under a cooperative agreement in a manner similar to a Federal-aid project." In view of Mr. MacDonald's memorandum the Department is now matching Forest Funds on a 50-50 basis.

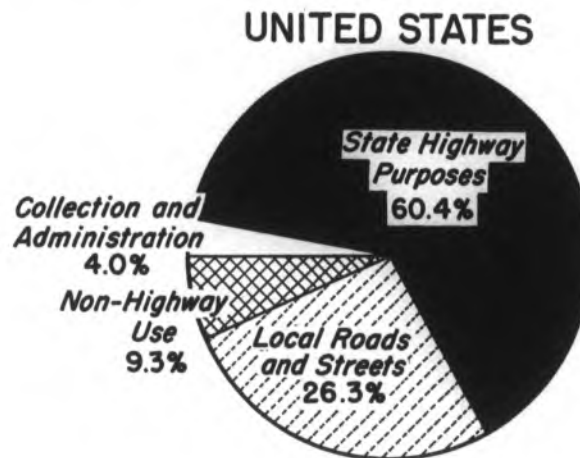
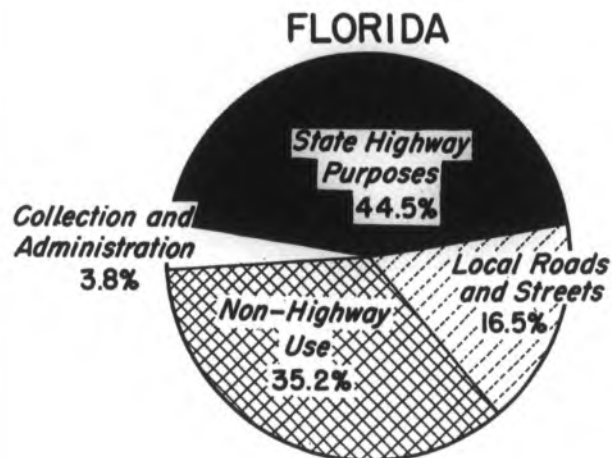
Federal Aid Urban funds must be matched with an equal amount of State funds. The funds must be expended on the Federal Aid System within the limits of Urban areas. Urban areas are defined as being an area including and adjacent to a municipality or other urban place having a population of 5,000 or more as determined by the latest available Federal Census. The boundaries of the area are determined by the State Road Department subject to the approval of the Public Roads Administration.

Emergency funds allotted during the years 1931 to 1935, inclusive, did not require matching by an equal amount of State funds for their expenditure and were available for expenditure on all classes of highways in the State.



WHERE THE 1947 HIGHWAY DOLLAR WENT

DISTRIBUTION OF MOTOR VEHICLE TAXES



PURPOSE OF EXPENDITURE	FLORIDA		UNITED STATES	
	\$ 1000	PERCENT	\$ 1000	PERCENT
<i>Collection and Administration</i>	2,232	3.8	74,174	4.0
<i>State Highway Purposes</i>	26,250	44.5	1,110,272	60.4
<i>Local Roads and Streets</i>	9,746	16.5	483,777	26.3
<i>Non-Highway Use</i>	20,752	35.2	170,518	9.3
TOTAL	58,980	100	1,838,741	100

Approximately \$5,000,000.00 in State Funds were required for matching Federal-aid funds during the last year of this biennium and in order to make use of the available Federal funds approximately \$7,000,000.00 State matching funds will be required for each of the next three years.

The Hayden-Cartwright Act, approved June 18, 1934, provides a penalty of up to one-third of a State's allocation if motor vehicle user taxes going to highway improvement are reduced or diverted below the amount then provided by State law. The Federal Aid Highway Act of 1944 also provides that no Federal funds shall be advanced to any State violating this Section of the Act approved June 18, 1934.

A definite requirement by the Federal Government is that the State must adequately maintain each Federal Aid project with State funds, except that during the war emergency Defense Funds were used for the maintenance of most Access Projects. Failure to provide adequate maintenance, according to the Federal regulations, is cause for suspension of Federal funds for proposed projects until the unsatisfactory maintenance is corrected.

Included with other tables and charts in the back of this report is a tabulation showing a summary of Federal Aid appropriations.

RIGHT OF WAY

During this biennium the Division of Rights of Way undertook procurement of lands required for the State's first Limited Access Facility, pursuant to the definition and authority provided by Chapter 22045, Acts of 1943, which Act is in close accord with the recommendations of the Public Roads Administration. This Limited Access Facility, State Road 9, is 80 miles long, extending from Miami to Hobe Sound, in Martin County, including grade separations, local service roads and other features of advanced design, with extinguishment of abutters' right of direct access. Procurement of rights of way for this type of project necessitates extensive appraisal of the individual parcels needed and negotiations with owners, not only for lands to be included in the project but also determination and settlement of damages to abutters arising out of the extinguishment of their rights of direct access. Careful study was made of all available material supplied by the Public Roads Administration and of procedures followed by other States which have established Parkways, Freeways, Expressways and other highway projects in which some degree of public control of roadside development was provided. To expedite handling the great mass of right of way details and to coordinate the work of this Division with the development of construction plans and the efforts of public bodies and civic groups, this Division assigned a staff attorney to the Division Office at Fort Lauderdale. Procurement of lands for this Limited Access Facility is now well under way.

Procurement of rights of way was begun, in this biennium, for County roads and bridges to be constructed under Lease-Purchase Agreements between the Florida State Improvement Commission and the State Road Department, in accordance with authority provided by Chapter 23758, Acts of 1947. Under this program construction of roads and bridges selected by the several Counties is financed by certificates issued by the Improvement Commission, approved by the State Board of Administration, and secured by pledge of the surplus gasoline tax funds of the Counties in which such construction is located. Lands required for such projects are acquired in the names of the respective Counties in which such projects are located, and the title becomes vested in the State upon payment of the certificates and termination of the Lease-Purchase Agreement. Instruments were prepared covering rights of way for eleven Lease-Purchase projects, covering 181 miles of such roads.

A third type of new project, involving land procurement, was begun during this 2-year period. Public Wayside Parks were established by the Road Department adjacent to State Roads at suitable locations in many parts of the State. In instances where the State was not already vested with title to the land, the sites were acquired by donations, conditioned upon use for public recreation purposes.

During the year 1947 a field party was organized in each of the five Divisions, responsible to this Division but under direct supervision of the Division Engineers of the several districts. These field parties resumed the work of surveying and mapping the main State Highways which had been taken over from the Counties without supporting maps of the locations, which work was discontinued during the recent war. During this biennium maps were furnished covering 105 miles of such roads, but by reason of the shortage of location parties for active projects it was necessary to use these field parties on locations and surveys of projects programmed for immediate construction, and the mapping of existing highways was again suspended. Inasmuch as a considerable part of the work of the Tallahassee Office is concerned with inquiries relating to the older, unsurveyed highways, the continuation of the surveying and mapping of such roads is greatly needed to equip this Office to furnish prompt and accurate information, which the public may be entitled to expect. Without such material it is often difficult to define the rights of the State in relation to abutting or encroaching interests.

The work of this Division in connection with active State and Federal projects begins with receipt of detailed right of way maps prepared by the Division Offices in the several districts and approved by the State Highway Engineer. The Tallahassee staff of this Division negotiates with the Counties and municipalities,

in which such projects are located, to obtain agreement of the local governing agencies to furnish title searches and to procure the necessary lands. Such title information is analyzed by the Tallahassee staff with reference to land required from each ownership and encumbrance, and the projects are assigned to assistants who prepare suitable documents containing specific legal descriptions of the required areas involved in each ownership or lien as disclosed by the title searches. These instruments are in form approved by the Department's Attorney and are referred to the Right of Way Agents in whose territories the projects are situated. These agents assist the Counties and municipalities in negotiations to acquire the necessary lands and file weekly progress reports with the Tallahassee Office. The field Right of Way Agents also assist in negotiating removal and adjustment of utilities and improvements encountered in the rights of way.

It is estimated that 11,750 right of way instruments were prepared for handling during the 1947-1948 period. More than 1500 separate land parcels had to be placed in condemnation and more than half of the Court papers used in such proceedings were prepared by the staff of the Tallahassee Office to assist the Counties in effecting procurement of the necessary properties. All court papers for such proceedings are reviewed by the Department's Attorney.

In September 1946 the State Road Department, pursuant to the provisions of Chapter 20303, Acts of 1941 and Acts supplemental thereto, authorized use of the 80% surplus gasoline tax funds for purchase of rights of way for primary Federal Aid State Roads, including payment of costs of moving improvements therefrom and reimbursement of owners for improvements which could not be moved and salvaged. During this biennium the Division of Rights of Way handled the acquisition of 271 miles of purchased rights of way, including settlements by negotiation and condemnation. The average cost per mile was \$12,893.37.

In such acquisitions it was necessary for this Division to make appraisals of each parcel of land and any improvements involved, obtain approvals of such appraisals and negotiate for purchase, adjustment of improvements, prepare contracts, escrow agreements, deeds, invoices and receipts to complete acquisition; also to prepare condemnation proceedings as necessary. Warrants for payment were delivered through this office and a record of all such transactions is kept on file in the Tallahassee Office of this Division. An itemized statement of expenditures for land purchase appears on page 118.

DIVISION OF TESTS

The Division of Tests, as well as all the other Divisions and Departments, has felt the effects of an overwhelming surge created by the largest road building program in the State's history. In January, 1947, at the beginning of this biennium, the production of materials used in highway and bridge construction was increased to the extent that delivery could be made within a reasonable length of time, therefore, this tremendous overflow of materials has required the undivided attention of this Division in seeing that all materials were tested and approved prior to use.

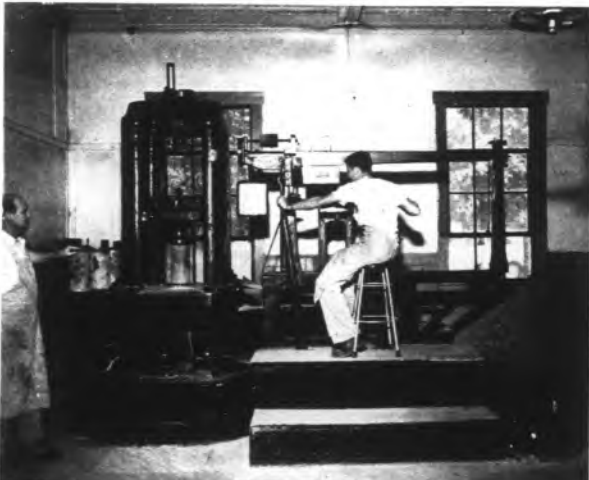
In the late fall of 1947 the State Road Department undertook the problem of eliminating the use of high alkali cements with reactive aggregates in concrete construction. A partial survey of the concrete structures and pavements in the State furnished conclusive evidence that certain cement-aggregate combinations caused premature failures of the concrete. At the request of the Public Roads Administration the Department incorporated a special provision in each contract prohibiting the use of cement containing more than 0.6% alkali as sodium oxide in combination with fine and coarse aggregate from the Tuscaloosa region in Alabama.

In order to enforce the special provisions relative to the use of high alkali content cements, it was necessary to make an alkali determination on each car of cement prior to its use. Several days were required to make this determination chemically, which often resulted in delaying the contractor. This delay was overcome by the Division of Tests purchasing a Flame Photometer for use in making the alkali determination, thereby, reducing the time of testing to approximately one hour.

In 1948 the Department began using air-entrained concrete in structures. This required special concrete mixtures to be designed and furnished by the Division of Tests. According to authorities on the subject, air-entrained concrete is superior to normal concrete in the following respects: A material reduction of fine aggregate and mixing water is permitted, increased workability, and increased resistance to weathering. Although air-entrained concrete has been used on only two or three jobs the results obtained so far have been very satisfactory.

Recently the Department began using reflectorized traffic centerline paint. Two types have been used; one type had the glass spheres mixed in the paint while the other type required the glass spheres to be applied on the surface of the painted line. The latter type has proved to be superior from the standpoint of initial reflectorized light, which simply means that this traffic line shows up better under the car lights.

Considerable investigation was made by this Division in determining which of the above mentioned types of traffic paint was the more desirable from the standpoint of wear and reflective quality. In carrying out the investigation several paints were compared by the accelerated abrasive method to determine their respective resistance to wear. The reflective qualities were established by comparing photographs of the various traffic lines taken by car lights at night.



Right: Top to bottom, Section of the Soil Laboratory ; Section of Physical Laboratory showing 300,000 lb. testing machine; luminous traffic paint experiment taken at night by the use of photo flash bulb. Left: Top to bottom, Section of the Chemical Laboratory; Section of Bituminous Mixture Laboratory; Briquette testing machine in Cement Testing Laboratory.

During the past year this Division has attempted to standardize the asphaltic mixtures used by the Maintenance Divisions for use as patching material. While complete standardization has not been effected to date, we hope to be in a position to furnish and control the mixtures on all asphalt used for patching in the very near future.

In order that all tests made by this Division comply with the latest approved methods, the following items of testing equipment were recently added in the laboratory.

A Perkin-Elmer Flame Photometer has been installed in the Chemical Laboratory. As previously stated this instrument reduces the time required to determine the alkali content of cements from several days to one hour.

Two pressure-type Air Meters were recently purchased. These meters are used in designing and controlling the per cent of air in concrete, when air-entrained concrete is specified.

One Burmister Mortar Flow Trough was recently added in the Physical Laboratory for use in testing air-entraining cements.

A Rainhart Automatic Tamper has recently been installed in the Soil Laboratory. This tamper is used in making uniform compaction specimens for density determinations of soils, limerock, soil-cement and sand-clay.

Following is a tabulation of all tests made during this biennium:

MATERIAL	1947	1948	TOTAL
Cement.....	503	1,011	1,514
Water for Concrete.....	745	504	1,249
Fine Aggregate.....	1,942	1,513	3,255
Coarse Aggregate.....	9,471	5,950	15,421
Concrete Compression Tests.....	10,486	12,703	23,189
Concrete Beams.....	2	4	6
Concrete Design Mixes.....	96	41	137
Concrete Cores, Drilled & Broken.....	56	.....	56
Concrete Curing Compound.....	5	24	29
Masonry Units.....	149	149	298
Pipe, Concrete.....	2	9	11
Pipe, Cast Iron.....	2	2	4
Pipe, Corrugated Metal.....	259	203	462
Concrete Pipe Absorption Test.....	73	415	488
Steel, reinforcing & other metals.....	662	855	1,517
Limerock, Chemical Analysis.....	18,511	9,908	28,419
Limerock, Thickness & Width Determinations.....	17,555	14,464	32,017
Limerock, Gradation.....	952	171	1,123
Paints & Varnish.....	260	428	688
Bituminous Materials, Asphalts, Creosotes & Tars.....	5,971	5,869	11,840
Mineral Aggregates, Asphaltic Concrete.....	147	1,295	1,442
Bituminous Pavement, Thickness, Widths & Density.....	12,110	15,920	28,030
Bituminous Mixtures, Analysis of.....	2,358	3,453	5,811
Bituminous Mixtures, Designed.....	67	68	135
Premoulded Joint Filler.....	40	30	70
Soil, Tests.....	5,970	4,719	10,689
Calibrations, Distributors & Tanks.....	49	23	72
Weld, Tests.....	.....	11	11
Dowel Chairs.....	8	.....	8
Waterproofing Fabric.....	.....	2	2
TOTALS.....	88,449	79,544	167,993

The above tabulation represents the number of individual tests, not the number of samples.

In addition to the above tests this Division also tested and inspected the following materials at their respective sources of supply:

MATERIAL	1947	1948	TOTAL
Cement, bbls.....	84,610	93,509	178,119
R/W & Guard Rail Posts, Individual.....	1,310	3,266	4,576
Concrete Pipe, Lineal Feet.....	80,912	92,841	173,753
Reinforcing Steel, lbs.....	909,409	1,737,172	2,646,581
Timber Piling, Lineal Feet.....	27,465	54,032	81,497
Structural Timber, F. B. M.....	910,993	2,510,117	3,421,110
Dowel Sleeves, Individual.....	15,521	374	15,895
Expansion Joint Metal, Feet.....	3,157	3,467	8,624
Center Strip, Feet.....	5,896	.....	5,896
Expansion Joint Assembly, Feet.....	9,116	.....	9,116
Straight-edge Pavements; Bases-Miles.....	471	497	968

THE HIGHWAY SYSTEMS OF FLORIDA

AS OF DECEMBER 31, 1948

49,839 Total Miles

STATE MAINTAINED

8950 Miles
Rural 7945
Urban 1005

INTERSTATE
1140 Miles ✓

RURAL
923 Miles

Paved 914
Unpaved 9

URBAN
217 Miles

Paved 215
Unpaved 2

F. A. SECONDARY
3303 Miles

RURAL
3046 Miles

Paved 2991
Unpaved 55

URBAN
257 Miles

Paved 255
Unpaved 2

FEDERAL AID
3072 Miles ✓

RURAL
2663 Miles

Paved 2641
Unpaved 22

URBAN
409 Miles

Paved 408
Unpaved 1

3278 Miles — Total Approved
Federal Aid System, including
Federal Reservations and
Projections

✓ Interstate Mileage included
in Federal Aid Mileage

OTHER
2575 Miles

RURAL
2236 Miles

Paved 2156
Unpaved 80

URBAN
339 Miles

Paved 337
Unpaved 2

COUNTY

30792 Miles

F. A. SECONDARY
3699 Miles

Paved 1209
Unpaved 2490

27093 Miles

Paved 3778
Unpaved 23315

MUNICIPAL

10097 Miles

URBAN STREETS
OTHER THAN
STATE MAINTAINED

Paved 5194
Unpaved 4903

STATE ROAD DEPARTMENT OF FLORIDA

DIVISION OF RESEARCH AND RECORDS

DIVISION OF RESEARCH AND RECORDS

Since the inception of the Highway Planning Survey under a cooperative agreement with the Public Roads Administration in 1936, the Division has grown from a purely participating project carrying on only the types of work outlined under that project agreement to an active unit within the Department. From time to time additional duties and responsibilities have been added by the State Road Department to the extent that they have made the Division an integral part of the Department's operations.

The original title of Highway Planning Survey was subsequently changed to the Division of Research and Records since the analyses are essentially of a research and statistical nature and the purposes are not dogmatically to establish definite plans and courses of action, but rather to collect and maintain accurate and useful data for administrative uses.

There are four major sections of operation in the Division.

TRAFFIC ENGINEERING SECTION

The Division operated 20 permanent electric recorders on a 24 hour basis and 3 rural and 1 urban portable recorder parties. In addition recurrent classification counts were made by bridge tenders at over 100 locations. Summary of continuing counts for 1948 is as follows:

Type of Counts	Number of Locations	Number of Counts	Duration of Counts
Rural Portable.....	2,898	6,210	24 hr. minimum
Urban Portable.....	2,000	2,300	24 hr. minimum
Classification.....	180	660	8 hr.
Bridge Tender.....	110	2,200	8 hr.
Electric Recorder.....	20	20	Continuous
TOTAL	5,208	11,590	

Tables showing traffic counts at permanent recorder stations and drawbridges appear on page 117.

Urban Surveys. In addition to its normal functions the traffic section conducted external origin and destination surveys at one location in 1947 and eight locations in 1948. These surveys were made at places where possible relocations could be established to relieve traffic congestion within municipalities.

These locations included Ocala, Green Cove Springs, Lake City, Live Oak, Clearwater, Ft. Myers, DeLand, Sanford and Palatka.

The office analyses on the surveys conducted in 1948 were approximately 75% complete at the end of the year.

Signs and Signals. In January, 1948, the Division assumed responsibility for making field investigations and reports in connection with requests from local authorities for sign and signal installations on State Maintained routes, in cooperation with the Maintenance Department. Heretofore, this work had been a responsibility of the Department of Public Safety. During 1948 reports were prepared and submitted covering 117 different locations.

ROADWAY ENGINEERING SECTION

The Division continued field and office work necessary to supply current state and county maps, straight-line diagrams, municipal plats, urban area maps, and began a six year program of re-inventorying all county roads.

The aerial photograph section, in addition to preparing aerial mosaics and large scale maps for special drainage and road location studies, has worked on sixteen counties in the development of new county transportation maps. Two counties have been completed and reproductions made, three others are ready for reproductions, and the field and drafting work are at various stages of completion on the remaining eleven.

A special sight distance survey was made on the Interstate System and diagrammetric reports prepared. Another special survey was made of grade crossings on the Federal Aid Systems and appropriate records prepared. Many special maps and charts were drafted with relation to metropolitan area surveys and important road locations.

ROAD LIFE AND COST RECORD SECTION

Detailed records are kept showing maintenance and construction costs by sections in such a manner that beneficial analyses can be made. All previous construction costs have been determined for each section, together with source of funds used in construction. Maintenance costs are kept by types and purpose within each section. Road life studies are kept for the several types of highway construction.

FINANCE SECTION

Reports relating to highway user imposts and highway income and expenditure were made in accordance with our cooperative agreement with the Public Roads Administration. These include monthly reports on motor vehicle registration and gasoline consumption, and annual reports with classified breakdown of receipts by source and expenditures by purpose for eight state agencies concerned with highway impost collections or highway improvements, and for the 67 counties. Last year the financial reports were expanded to include street and bridge operations of the 272 municipalities in the State. This Section also supplies other statistical information for the Department as needed.

REPORT OF THE ATTORNEY'S OFFICE

Two legal problems novel to the State Road Department of Florida have arisen during the past biennium, and much of the work of the Attorney's office has been directed toward their solution.

The first of these deals with the Road Department's part in the construction of State Roads requested by individual counties, financed by bonds issued by the Florida State Improvement Commission. These bonds are secured by a pledge of the 80% surplus of the 2¢ constitutional Gas Tax accruing to the credit of the particular county. Authority for this program was established by Chapter 23758, Laws of Florida, Acts of 1947. This Act, and the method of financing provided therein, has been approved by our Supreme Court. (*State v. Florida State Improvement Commission*, 34 So. 2d 443). At the present time approximately twelve counties have their programs under actual construction or past the bond validation stage. The Department has worked in close accord with the counties and the Florida State Improvement Commission to get these programs under way.

The second legal problem originating in this biennium has had to do with the acquisition of rights of way for limited access roads as provided for and authorized by Chapter 22045, Laws of 1943. This Act empowers the Road Department, in cooperation with the counties and municipalities, to designate, establish and maintain limited access roads, these being highways or streets especially designed for through traffic, on, over, from or to which owners or occupants of abutting land or other persons have no right or easement or only a limited right or easement of access, light, air or view by reason of the fact that their property abuts upon such limited access facility or for any other reason. Legal questions, new to Florida jurisprudence, have been raised with respect to how far the Department may go in acquiring these property rights, and methods of arriving at just compensation therefor due the property owner. State Road No. 9 in Dade, Broward and Palm Beach Counties has been designated a limited access facility with great success thus far in acquiring the necessary right of way at a reasonable cost to the state.

In addition to doing much of the pioneering work on the two problems outlined above, the Legal Division has discharged its routine functions, including: (1) preparing resolutions for adoption by the Department; (2) giving legal opinions to Department officials; (3) preparing and approving contracts and agreements between the Department and other parties; (4) assisting county attorneys in prosecuting condemnation suits for State Road rights of way; (5) investigating accident claims for and against the Department; (6) advising and assisting employees with respect to their rights under the Workmen's Compensation Act; (7) representing the Department in several cases in the Circuit Courts and the Supreme Court.

PERSONNEL

Frank Giles, *Personnel Director*

The Personnel Section of the State Road Department was established on December 1, 1945 for the purpose of (1) keeping a record on all employees, (2) interviewing, rating and maintaining a file on all job applicants and (3) maintaining the records required for the Employees Retirement System.

A tab file is kept in this office in alphabetical order on all the employees of the Department, showing the employee's number, name, title, salary and the division or department where employed. A card file is also kept showing additional information such as participation in the retirement system, place of birth, date of birth, rate of salary and date of changes in title or salary.

Employment records for 1948 reveal a comparatively large turnover, with 3,375 persons employed and 3,243 terminated. This represents all classifications and locations including field operations where much of the work is temporary. As of December 31, 1948 the total number of employees was 3,796.

Applicants for employment are interviewed and rated by classification or title for the job they are best qualified to hold and a card file is kept on all applicants for future reference and placement when their services are required.

In connection with the Employees Retirement System a record is kept for each participating employee showing the number and amount of each warrant drawn in his favor. This is necessary in order that we be in a position to supply the affidavit as to the employee's total service time and remuneration as required by the Director of the State Officers and Employees Retirement System. In addition to the presently employed personnel requesting retirement, we are also required to furnish the service record of past employees who have left the Department and have been employed in some other State Department or any County in the State, and who are seeking retirement due to disability or of having reached retirement age, or who are leaving the services of this Department and wish to have their record kept pending retirement age.

This office also issues permits for the movement of over-weight, over-length, over-width or over-height equipment on the highways of the State, as authorized by Sections 320.40, 320.41 and 323.11, Florida Statutes 1941. We also keep the Surety Bonds on all bonded house movements in the State. In order that a permit be issued to move a building 14 feet or more in width, a \$1,000 Surety Bond is required. A mover is allowed to move up to 4 buildings on a \$1,000 Bond. To move more than 4 buildings a \$10,000 Surety Bond is required.

In the interest of improving technical qualifications of engineering employees the Department last year worked out a cooperative program with the University of Florida whereby certain employees elected by qualifying examinations could take a 12-week short course of intensified training in Highway Engineering. Two groups of 16 and 13, respectively, have completed the courses. Success of the program is evidenced by the fact that two employees of the original group have since passed the State Engineering Examinations. This program was handled in the Department by the State Highway Engineer's office.

DIVISION OUTDOOR ADVERTISING

Max Denton, *Director*

As reported previously, the 1941 Legislature enacted a law to regulate outdoor advertising throughout the State of Florida outside corporate city limits. Immediately following the enactment the Act was protested by a group of advertisers, taking their complaint through the courts to the Supreme Court. The Supreme Court held the Act valid December 19, 1941.

The Division of Outdoor Advertising was activated by the Chairman of the State Road Department to comply with the law. Following the establishment of this division, field men were employed, and following their road inspection some 500,000 unlawfully maintained advertisements were removed from in sight of the highways, as mentioned in the Sixteenth Biennial Report of the State Road Department.

The present Director was appointed August 15, 1947 and after a careful survey of what had been and was being done, decided that a policy of education should be inaugurated so that outdoor advertising in the State could be more efficiently regulated in keeping with the law, and that advertisers by such education would want to comply rather than violate it. It was realized that this would be the slower procedure to adopt, but it was felt would accomplish more in the long run. During this period, with a substantial increase in advertising volume, it is felt that through this educational program violations have been held to a minimum.

Prior to October 1, 1946, 4,928 permits had been issued. During 1947-48, the period covered by this report, 7,441 permits were issued, showing an increase of 3,413 or almost as many as the Division issued during the first five years following its activation. The number of active accounts now on record is almost five times greater than those covered in the previous report. At the present time four field men are employed, and during the period of this report have interviewed 16,944 persons regarding the outdoor advertising law; notified 11,609 persons of violations in sign erections; corrected and completed the necessary paper work on 15,696 cases; removed or had removed over a million posters, signs and "snipes" (signs illegally erected without the landowners permission) where ownership could not be determined. To accomplish this required 112,118 miles of travel over every highway and by-way of the State.

During this period complete new accounting methods were adopted, whereby records would be maintained showing legal description and exact location of all permitted outdoor advertising. Consequently the personnel had to be trained in this new procedure before it could be maintained efficiently. During this training period and the remainder of 1948 renewal notices were prepared on all permitted advertising, and approximately 50,000 pieces of correspondence were handled; also copies of the law and other pertinent information was mailed to several thousand interested parties. A complete new filing system was installed so that all current information could be located with a minimum of effort and time.

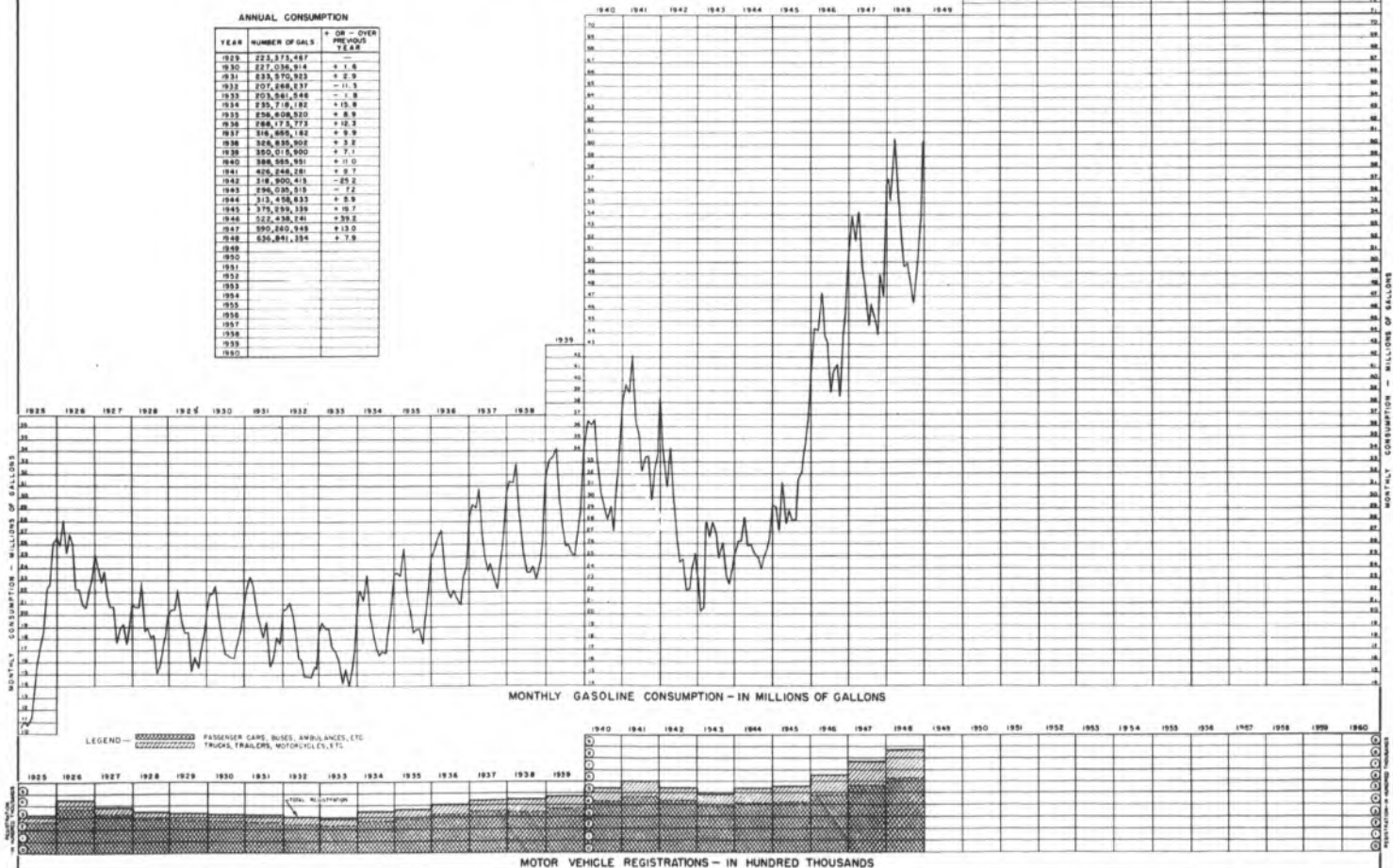
Permits and License Fees Collected for 1947.....	\$35,521.51
Permits and License Fees Collected for 1948.....	45,113.78
Total collection for period of this report	\$80,635.29

Further studies are being made to increase the efficiency of this division, as from observation we believe that 1949-50 will far exceed this report in volume.

STATE ROAD DEPARTMENT OF FLORIDA
CHART SHOWING
GASOLINE CONSUMPTION AND MOTOR VEHICLE REGISTRATION
SINCE JANUARY 1, 1925

ANNUAL CONSUMPTION

YEAR	NUMBER OF GALS.	+ OR - OVER PREVIOUS YEAR
1925	223,373,687	-
1926	227,038,114	+ 3.6
1927	229,570,922	+ 2.9
1928	227,448,137	- 1.3
1929	253,581,546	+ 11.5
1930	235,719,182	- 7.1
1931	258,408,320	+ 9.8
1932	268,173,773	+ 3.8
1933	318,809,142	+ 18.7
1934	345,835,902	+ 8.5
1935	350,015,900	+ 1.2
1936	368,589,331	+ 5.2
1937	426,248,281	+ 15.6
1938	518,800,415	+ 21.6
1939	578,039,519	+ 11.5
1940	613,458,833	+ 6.0
1941	575,059,338	- 6.2
1942	512,438,141	- 10.9
1943	590,849,345	+ 15.3
1944	635,841,124	+ 7.6
1945		
1946		
1947		
1948		
1949		
1950		
1951		
1952		
1953		
1954		
1955		
1956		
1957		
1958		
1959		
1960		



DRAINAGE ENGINEER'S REPORT

Arthur L. West, *Drainage Engineer*

The State Road Department's drainage engineers work with the engineers in the division offices and the bridge department in determining the drainage requirements for construction and maintenance projects and investigating drainage complaints.

Numerous drainage problems which affect cities and counties as well as the Department are solved by joint consultation with their officials, and the cost of the improvement designed to eliminate the trouble is shared with the local unit.

Generally, economy has dictated the use of drainage facilities adequate for normal conditions, but which are subject to flood in periods of excessive rainfall.

Many property owners adjacent to state maintained roads expect more drainage improvement than the Department can provide with its limited funds. The drainage policy in general has been to expend road funds for drainage only as is necessary for the proper road design and cause no damage to adjacent property.

REPORT OF THE TRAFFIC MANAGER

F. E. Harrison, Jr., *Traffic Manager*

Supplementing the regular duties of quoting freight rates for the Purchasing Department, verifying all freight bills, maintaining complete tariff files and the preparation of data when necessary for hearings and proceedings before the Florida Railroad Commission and the Interstate Commerce Commission, the Activities of the Traffic Manager have been enlarged to include electric power rates.

The power companies serving Florida, including the Gulf Power Company, have made some reductions in the rates since my last report, but unfortunately most of these decreases have been more than offset by the escalator clause which permits adjustments to cover the increased cost of fuel. However, as consumption increases at certain of our camps and other projects it is sometimes possible to apply different schedules which result in a lower relative cost for power.

Contracts with the escalator clause relating to freight increases place upon the Traffic Manager the responsibility not only of verifying freight charges but following through on the various increases. We have recently had many final estimates on which six or seven changes in freight rates were involved.

An order of the Interstate Commerce Commission December 6, 1946 resulted in an increase of 20% on almost all traffic; a flat increase of 15 cents per ton on roadway aggregates, and 6 cents per 100 pounds maximum increase on cement and asphalt. These changes became effective January 1, 1947 on interstate traffic.

These increases were considered by the Florida Railroad Commission during January, 1947 and it authorized the same increases on Florida Traffic with some few exceptions. Influenced by our representation that the Florida railroads failed to supply sufficient equipment in the Fall of 1946 to enable us to complete our highway program, the Florida Commission suspended the increase of 15 cents per ton on roadway aggregates until June 16, 1947. This saved the Department around \$35,000 to \$50,000 on outstanding contracts which would require approximately 500,000 tons of rock to complete.

In response to railroad petitions originally filed in July, 1947 citing increased labor costs and requesting an over-all increase of 38% in the South with 30¢ per ton on roadway aggregate and 10¢ per cwt. on cement and asphalt, the Interstate Commerce Commission granted interim increases of 10% October 13, 1947, 10% January 5, 1948 and 5% May 6, 1948, and made this total of 25% increase permanent August 21, 1948.

The Florida Commission in February, 1948 granted a general increase of 20% and 10% on roadway aggregates, but declined further increases when re-considering their decision in the light of the Interstate Commerce Commission's report on May 6. The Florida rates have been attacked by the railroads before the Interstate Commerce Commission.

Following the 10¢ an hour wage rate increase allowed the railroad brotherhoods in December, 1948, and in response to petitions requesting interim increase of 8% and permanent increase of 13% because of this additional labor cost, the Interstate Commerce Commission granted an interim increase of 6%.

The Traffic Manager has facing him two cases before the Florida Commission involving all truck rates and rates on lumber, and before the U. S. Commission the hearings on the railroads' complaint against the Florida rates.

The Traffic Manager has only the help of a secretary in keeping up with the 1,500 to 2,000 tariffs, many of which change every few months, and in preparing data and exhibits for the many hearings. In view of the many rate changes, the difference in rates as between interstate and intrastate shipments and the many cases pending, a great deal of night work appears necessary.

ACCOUNTING REPORT

The Financial status and operations of the Department for the 1947-1948 biennium appear under the following exhibits and schedules:

Exhibit "A"—Financial Statement of all Funds, December 31, 1947

Exhibit "B"—Financial Statement of all Funds, December 31, 1948

Schedule 1—Statistical Statement of sources and amounts of revenues from October 1915 to December 31, 1948

Schedule 2—Statement of encumbrances to December 31, 1948
(Operating Costs)

Schedule 3—General Cash Statement. Receipts and Disbursements by months, and funds for the year 1947

Schedule 4—General Cash Statement. Receipts and Disbursements by months, and funds for the year 1948

Schedule 5—County Gas Tax Surplus, Cash Statement. Receipts and Disbursements by Counties to December 31, 1948

Schedule 6—Florida State Improvement Commission, Cash Statement. Receipts and Disbursements by Counties to December 31, 1948.

The following is a brief resume of the functions and organization of the Auditing Department.

The operation of this department may be divided into five major sections; namely, Receiving, Audit, Cost, Vouchering, and Bookkeeping. A brief description of the duties performed by each of these sections is outlined below:

Receiving: Mail is opened and distributed. Copies of all purchase orders are filed under open orders until such time as we receive invoice from the creditor and contract receiving ticket from our employee covering the item or items included on the order. When this has been completed, the invoice with supporting papers is then passed on to the Audit Section.

Audit: Verification of rates, extensions and deductions of all payrolls, verification of receipt and extensions with our purchase order on all invoices and the verification and extension of contractors' estimates with contract.

Cost: Cost is divided into two sections: First, coding and classification. This consists of assigning a number for each creditor, classifying the material or services objectively and the verification of the charge to ascertain if allotment has been made covering the respective account or project. Second, IBM Tabulating Department. This department punches all the information furnished by the coding and classification section into accounting cards, then sorts and runs them according to the information desired.

Vouchering: Preparation and verification of vouchers; transmittal to the Comptroller's office and the distribution of warrants.

Bookkeeping: Responsible for the keeping of a general ledger and auxiliary ledgers for contracts, Federal participation in contracts, 80% surplus accounts, and Florida State Improvement Commission accounts, as well as the preparation of financial statements. Handling of accounts receivable, collections of same, and deposit of all funds for the Department.

The accounting office has been able to handle a greatly expanded volume of work, both in amount of funds and number of accounts, with very little increase in personnel, as revealed by the following comparison:

Year 1935—35 Employees Handled \$11,574,634.16

Year 1948—37 Employees Handled 44,859,180.10

In addition to the increased volume of accounts handled, the Accounting Office has installed auxiliary ledgers for contracts, Federal participation by jobs, 80% surplus accounts and Florida State Improvement Commission Bond Fund Accounts. We also punch and run a complete statement on personnel, punch and run all administrative payrolls and hope, within the near future, to pre-punch and run payrolls for all salaried employees.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
BALANCE SHEET
DECEMBER 31, 1947

EXHIBIT "A"

ASSETS				LIABILITIES			
CASH—CURRENT				ACCOUNTS PAYABLE—CURRENT			
State Board License Fund—Gasoline.....	\$	3,498,404.83		General Obligations.....	\$	103,037.96	
Bank of Bonifay.....		21.11		Contractor's Retainage.....		1,498,846.11	
Outdoor Advertising Fund.....		38,020.30		Bridge Lease Purchases.....		.00	\$ 1,601,884.07
State Trust Fund.....		35,000.00	\$ 3,571,446.24				
CURRENT INVESTMENT				PLEDGES FOR SPECIFIED EXPENDITURES			
United States Treasury Certificates.....			4,100,000.00	Amount Held in Trust for Specified Expenditures Under Chapter 20302, Acts of 1941.....			4,661,623.10
CASH IN TRUST FOR SPECIFIED EXPENDITURES				ADVANCES			
Amount Held in Trust for Specified Expenditures Under Chapter 20302, Acts of 1941.....			4,661,623.10	Federal Trust Account Defense Highway Act of 1941.....		586,956.22	
CASH IN TRUST				FREE SURPLUS			
Federal Trust Account Defense Highway Act 1941.....			7,624.91	Cash and Receivables in Excess of Current Accounts Payable.....		7,696,602.95	
RECEIVABLES DUE FROM PUBLIC ROADS ADMINISTRATION							
Due for Work Completed.....		1,162,958.79					
Due for Work Under Way.....		1,043,413.30	2,206,372.09				
CAPITAL INVESTMENT							
**Construction of General Highway System.....	\$	290,371,475.08					
Less—Amount of Future Payments in connection with Existing Bridge Purchase Agreements.....		4,352,352.50	286,019,122.58				
Equipment and Buildings—Net.....		3,944,425.38					
Inventories—Current.....		1,729,866.83					
Accounts Receivable.....		23,587.88	291,717,092.67				
CAPITAL EXPENSE							
Maintenance and Traffic.....		61,438,443.63					
Special Maintenance—County Roads.....		255,931.06					
State Highway Planning Survey.....		1,294,908.62					
Florida Highway Advisory Committee.....		6,721.45	62,996,004.76				
MISCELLANEOUS							
State Planning Board.....		171,781.93					
Division of Airways.....		125,002.04					
Division of Outdoor Advertising.....		145,448.35					
Special County Audit—1941.....		51,215.47					
Funds Diverted to General Revenue:							
Years 1928 to 1932 Inclusive.....	\$	1,385,598.88		**CAPITAL SURPLUS.....		359,219,446.25	
Years 1942 to 1945 Inclusive Under Chapter 20890							
Acts of 1941.....		2,627,392.15	4,012,991.03				\$ 373,766,512.59
			\$ 373,766,512.59				

**NOTE—The figures here shown indicate accumulated historic investment by the Department since it was first organized but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

**NOTE—The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS

Revenues Collected to December 31, 1947, as per Schedule 1.....	\$369,371,300.21
Earned Revenues Uncollected.....	2,206,372.09
	\$371,577,672.30
Less:	
Funds in Trust.....	\$4,661,623.10
Free Surplus, December 31, 1947.....	7,696,602.95
	12,358,226.05
	\$359,219,446.25

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
BALANCE SHEET
DECEMBER 31, 1948

EXHIBIT "B"

ASSETS			
CASH—CURRENT			
State Road License Fund—Gasoline.....	\$ 1,005,002.16		
Bank of Bonifay.....	21.11		
Outdoor Advertising Fund.....	42,733.20		
State Trust Fund.....	35,000.00	\$ 1,082,756.47	
CASH IN TRUST FOR SPECIFIED EXPENDITURES			
Amount Held in Trust for Specified Expenditures Under Chapter 20302, Acts of 1941.....	3,552,799.28		
Amount Held in Trust Fund for Specified Expenditures—Florida State Improvement Commission County Bond Funds.....	7,448,962.57	11,001,761.85	
CASH IN TRUST			
Federal Trust Account Defense Highway Act 1941.....		7,624.91	
RECEIVABLES DUE FROM PUBLIC BOARDS ADMINISTRATION			
Due for Work Completed.....	1,173,199.65		
Due for Work Underway.....	1,355,439.34	2,528,638.99	
CAPITAL INVESTMENT			
**Construction of General Highway Systems.....	\$ 335,141,401.65		
Less—Amount of Future Payments in connection with Existing Road and Bridge Purchase Agreements.....	15,777,598.75	319,363,802.90	
Equipment and Buildings—Net.....	5,656,890.68		
Inventories—Current.....	1,886,189.36		
Accounts Receivable.....	43,608.01	326,950,490.95	
CAPITAL EXPENSE			
Maintenance and Traffic.....	69,791,214.22		
Special Maintenance—County Roads.....	307,263.20		
State Highway Planning Survey.....	1,521,503.00		
Florida Highway Advisory Committee.....	6,721.45	71,626,701.87	
MISCELLANEOUS			
State Planning Board.....	171,781.93		
Division of Airways.....	125,002.04		
Division of Outdoor Advertising.....	189,012.86		
Special County Audit—1941.....	51,215.47		
Funds Diverted to General Revenue:			
Years 1928 to 1932 Inclusive.....	1,385,598.88		
Years 1942 to 1946 Inclusive Under Chapter 20890, Acts of 1941.....	3,390,453.39	4,776,052.27	5,313,064.57
			\$ 418,511,039.61

**NOTE—The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

ANALYSIS OF CAPITAL SURPLUS

Revenue Collected to December 31, 1948, as per Schedule 1.....	\$412,571,336.17
Earned Revenues Uncollected.....	2,528,638.99
	\$415,099,975.16
Less:	
Funds in Trust.....	\$11,001,761.85
Free Surplus, December 31, 1948.....	42,828.42
Reduction in F. S. I. C. Bond Requirements.....	165,127.50
	\$403,890,257.39

LIABILITIES			
ACCOUNTS PAYABLE—CURRENT			
General Obligations.....	\$ 1,354,340.32		
Contractor's Retainage.....	1,563,560.12		
Bridge Lease Purchases.....	.00		
State Improvement Commission, Bond Fund Obligations.....	71,335.29	\$ 2,989,235.73	
PLEDGES FOR SPECIFIED EXPENDITURES			
Amount Held in Trust for Specified Expenditures Under Chapter 20302, Acts of 1941.....	3,552,799.28		
Amount Held in Trust for Specified Expenditures—Florida State Improvement Commission County Bond Funds.....	7,448,962.57	11,001,761.85	
ADVANCES			
Federal Trust Account, Defense Highway Act of 1941.....		586,956.22	
FREE SURPLUS			
Cash and Receivables in Excess of Current Accounts Payable.....		42,828.42	
**CAPITAL SURPLUS.....		403,890,257.39	
			\$ 418,511,039.61

**NOTE—The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

SCHEDULE 1

STATISTICAL STATEMENT SHOWING RESOURCES FROM THE SEVERAL TAX FUNDS
SINCE INAUGURATION OF STATE ROAD DEPARTMENT
OCTOBER, 1915 TO DECEMBER 31, 1948

	(1) 15% & 5% General Administrative	(2) Auto License	(3) State Tax Advaleom	(4) Federal Government	(5) Gasoline Inspection	(6) Gasoline 1¢, 2¢, 3¢ and 4¢	(7) Road Maintenance Fund	(8) County, Town & Miscel- laneous Donations	(9) Second Gas Tax and County Gas Tax Surplus	(10) Florida State Improvement Commission County Bond Fund	TOTAL
Nov. and Dec. 1915	\$ 3,646.90										\$ 3,646.90
1916	30,246.23										30,246.23
1917	21,439.42							238.79			21,678.21
1918	42,164.42	236,300.00	175,842.11	9,972.55				11,111.22			475,390.30
1919	52,443.82	297,034.63	290,532.41	11,759.19				71,157.76			722,927.81
1920	73,725.00	425,775.00	694,814.77	209,090.84	17,850.32			239,320.49			1,660,546.42
1921	101,133.40	570,401.51	643,373.16	490,308.38	55,824.74	228,056.41		111,708.76			2,200,806.36
1922	71,623.51	1,002,729.20	396,206.19	842,965.84	80,803.14	601,336.71		580,716.92			3,570,381.51
1923	92,968.50	1,301,560.08	427,243.17	820,063.74	91,884.70	1,261,845.08		515,988.35			4,511,553.62
1924	112,579.83	1,576,118.04	424,392.88	1,071,287.04	126,325.66	2,448,855.49		70,001.40			6,708,780.17
1925	164,768.30	2,306,727.50	505,109.94	1,080,574.24	169,308.01	4,355,634.61		1,689,856.43			10,351,979.03
1926	314,244.20	4,399,418.71	524,426.09	1,007,484.16	219,842.46	8,636,358.93		614,137.61			15,906,912.16
1927	301,710.05	4,221,924.26	132,566.97	1,688,401.62	298,688.75	8,243,691.18		4,426,113.03			19,403,095.86
1928	228,623.58	3,200,716.39	4,649.30	872,513.91		6,770,508.10		3,053,105.82			14,130,117.10
1929	230,848.16	3,231,873.75	122.38	520,766.72		5,855,384.86		1,623,768.92			11,462,764.79
1930	225,098.46	3,151,378.57	283.16	1,230,204.44		4,527,699.18		840,565.08			9,975,218.89
1931	216,159.86	3,026,237.92	147.92	2,831,807.33		5,572,259.67		384,858.21			12,031,470.91
1932	61.86	805.99	735.11	3,392,259.89		6,356,235.99		113,968.45			7,200,697.39
1933	137.00	1,918.92	3.37	3,392,259.89		6,062,535.31		140,557.17			9,597,410.76
1934			5.73	5,996,613.21		6,990,935.43		167,318.04			13,154,872.41
1935			.90	2,587,674.89		7,656,742.47		53,915.27			10,298,333.53
1936			3.25	4,355,421.41		8,539,279.15		5,567.07			12,900,270.88
1937			24.35	3,070,182.52		9,478,380.79		37,069.91			12,585,657.57
1938			.04	1,968,711.70		9,771,785.53		375,338.82			12,814,508.42
1939			.05	2,075,549.95		10,425,741.85		2,593,129.82			16,196,332.33
1940				2,568,733.39		11,540,956.72		103,021.70			16,853,518.26
1941			.40	1,996,813.36		14,006,948.49		3,704.49			19,838,560.75
1942				2,578,898.02		10,498,070.19		50,879.98			14,342,415.17
1943			.20	5,110,180.56		11,545,557.87		43,556.26			17,248,613.87
1944				6,317,924.83		12,377,431.56		77,055.65			19,614,805.62
1945				1,390,512.18		14,563,291.98		111,615.18			17,172,778.57
1946				1,416,195.26		20,597,086.27		319,710.19			25,455,549.15
1947		32,519.61		3,920,657.71		23,374,844.59		298,209.00			30,923,459.26
1948				4,882,801.95		25,402,567.61		436,852.87			43,200,035.96
*Total Receipts	\$ 2,283,622.50	\$28,983,499.18	\$ 4,219,755.85	\$67,957,792.82	\$ 1,051,527.78	\$257,591,972.02	\$ 440,001.40	\$17,583,843.93	\$24,101,533.35	\$8,357,787.34	\$412,571,336.17
*Disbursements											
Nov. 1915 to Dec. 1948 Inclusive	\$ 2,283,622.50	\$28,983,499.18	\$ 4,219,755.85	\$67,950,167.91	1,051,527.78	256,715,260.39	440,001.40	17,412,799.09	20,548,734.07	908,824.77†	400,514,192.94
Balance											
Revenue Dec. 31, 1948				\$ 7,624.91		\$ 876,711.63		\$ 171,044.84‡	\$ 3,552,799.28	\$7,448,962.57	\$ 12,057,143.23
**Balance in State Trust Fund—Net											35,000.00
Total Cash Balance, Dec. 31, 1948											\$ 12,092,143.23

- November, 1915 to December 31, 1921, inclusive—15% of Net Receipts from Sale of Auto License was allotted for salaries of Chairman and Members, also for maintaining General Office, effective January 1, 1922 this was reduced to 5% July 1, 1931, receipts went to School Fund.
- Years 1918 to 1921, inclusive—85% of Net receipts from sale of Auto License was allotted Counties, but turned over to this Department for Disbursement. Proportion allowed each County was on percentage basis, using Tax Valuation as basis. This manner of handling was changed in 1922 as follows: All Receipts pooled, from Pool actual expense of getting out tags was deducted. The net was then divided—25% remitted to Counties direct, 5% allowed for General Office Maintenance, and 70% for Construction of Roads, July 1, 1931, receipts from Motor Vehicle License fund were turned over to School Fund.
- Ad Valorem Tax on Real and Personal Property for Road Purposes. This Tax was repealed by Legislative Session 1927.
- Amount received from Federal Government. This does not represent the amount allotted but is amount actually paid in, including Grants and Flood Claims and \$1,239,755.03 paid in 1944 by the United States as their share of cost of Gandy Bridge. This balance is Trust Account Defense Highway Act of 1941.
- Effective 1921, an Inspection Tax of 1/8¢ per gallon was imposed on Gasoline sold within the state. No revenue from this source since the year 1927.
- Effective 1921, a tax of 1¢ per gallon was imposed on Gasoline; July 1923 this was increased to 2¢; July 1925 increased to 3¢; July 1929 reduced to 2¢; July 1, 1931 increased to 3¢, and January 1, 1943 increased to 4¢. In addition to the first 3¢ effective July 1, 1941 this fund includes surplus, in excess of County Gasoline Receipts for the year 1938, in the amount of \$1,640,738.06. This fund also receives Gasoline Dealers License after deducting expenses.
- Represents proportion allowed as net receipts from sale of Auto Registration Certificates. No revenue from this source since the year 1927.
- Paid in by Counties, Railroads, Towns and Columbia County Bonds as contribution on Roads constructed or to be constructed. Also includes receipts of Outdoor Advertising fund; Interest on U. S. Treasury Certificates; Holmes and Washington County Maintenance Funds; Broward County Contribution to Construction of Andrews Avenue Bridge; Amount of warrents to be paid over six months.
- Amount received under Second and Third Provisions of Second Gasoline Tax (Chapter 15659 Acts of the 1931 Legislative Session) and Second Gas Tax under Provisions of Chapter 19279, Acts of 1939 Legislative Session, \$7,911,907.42. Amount received under County Gas Tax Surplus (Chapter 20302, Acts of 1941 Legislative Session) \$16,189,625.93.
- Funds received from sale of Florida State Improvement Commission County Bonds.
 - The above Receipts and Disbursements include \$4,776,052.27 of Funds Diverted to General Revenue. \$1,385,598.88 was from 1928 to 1932 inclusive. \$3,390,453.39 was from 1912 to 1948 inclusive, under Chapter 20890, Acts of 1911.
 - State Trust Fund is derived from sale of Miscellaneous Items credited to State Projects effected.
 - This balance is made up of balances in Bank of Bonifay; Outdoor Advertising Funds; Holmes County Maintenance Fund; Broward County contribution to construction of Andrews Avenue Bridge.
 - This disbursement figure includes \$165,127.50 paid on Principal and Interest of F. S. I. C. Bonds.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
ENCUMBRANCES TO DECEMBER 31, 1948

Schedule 2

	NET TO JANUARY 1, 1947		ENCUMBRANCES—1947		ENCUMBRANCES—1948		NET TO DATE	
	Debit	Credit	Debit	Credit	Debit	Credit	Debit	Credit
Construction of Roads.....	\$ 252,879,629.43	\$	\$ 33,139,493.15	\$	\$ 32,511,605.08	\$	\$ 318,530,727.66	\$
Construction of Roads—Florida State Improvement Commission.....					833,075.24		833,075.24	
Maintenance and Traffic.....	55,998,298.74		5,440,144.89		8,352,770.59		69,791,214.22	
Special Maintenance—County Roads.....	206,414.44		49,516.62		51,332.14		307,263.20	
Administrative and General Office.....			340,896.86	340,896.86	366,338.29	366,338.29		
State Highway Planning Survey.....	1,069,601.44		225,307.18		226,594.38		1,521,503.00	
State Planning Board.....	171,781.93						171,781.93	
Division of Airways.....	125,002.04						125,002.04	
Weight Inspection.....			1,405.15	1,405.15	27.90	27.90		
Workmen's Compensation.....			62,757.43	62,757.43	64,802.63	64,802.63		
Division of Outdoor Advertising.....	119,741.28		25,707.07		43,564.51		189,012.86	
Special County Audit—1941.....	51,215.47						51,215.47	
Geological Survey.....			10,121.55	10,121.55	6,500.00	6,500.00		
Cost of Equipment and Buildings.....	1,576,160.42		2,368,264.96		1,712,465.30		5,656,890.68	
Inventories and Undistributed Items.....	1,335,155.74		394,711.09		156,322.53		1,886,189.36	
Accounts Receivable.....	18,552.10		5,035.78		20,020.13		43,608.01	
State Trust Fund.....	35,000.00		134,840.41*		188,368.96*		35,000.00	
Special Traffic Survey.....			9,704.42	9,704.42	24,385.77	24,385.77		
Florida Highway Advisory Committee.....	6,721.45						6,721.45	
Gross Encumbrances—Current Years.....			\$ 41,783,021.15		\$ 44,096,118.86			
Less—Miscellaneous Sales, etc. (Refunds).....			134,840.41		188,368.96			
Net Encumbrances.....	\$ 313,593,274.48		\$ 41,658,180.74		\$ 43,907,749.90		\$ 399,149,205.12	
General Revenue (Funds diverted and handling charges).....	\$ 3,434,949.37		578,041.66		763,061.24		4,776,052.27**	
Total.....	\$ 317,028,223.85		\$ 42,226,222.40		\$ 44,670,811.14		\$ 403,925,257.39	

*Miscellaneous sales deposited in State Road License Fund—Gasoline \$323,209.37.

**Of this amount, funds diverted \$1,385,598.88; handling charges on Gasoline Funds under Chapter 20890, Acts of 1941, \$3,390,453.39.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT—DECEMBER 31, 1947

Schedule 3

RECEIPTS FOR	Trust Fund and Bank of Bonifay	Trust Account Defense Highway Act 1941	County Gas Tax Surplus	Gasoline License Fund	Outdoor Advertising Fund	S. R. D. Toll Bridge Trust Account	Washington County Maintenance Fund	Holmes County Maintenance Fund	Total
Bal. Dec. 31, 1946.....	\$ 35,021.11	\$ 7,624.91	\$4,437,672.39	\$ 8,827,165.78	\$ 28,647.98	\$ 2,074.35	\$ 2,438.17	\$ 6,185.50	\$ 13,346,830.19
January 1947.....			215,453.24	2,268,673.50	947.80	139,808.01		5,000.00	2,629,882.55
February 1947.....			256,409.95	2,326,069.83	875.80	44,667.54	3,916.13	4,000.00	2,635,939.25
March 1947.....			285,722.34	2,453,418.27	790.33	19,626.54			2,759,557.48
April 1947.....			266,854.46	2,650,635.26	1,050.20			5,000.00	2,923,539.92
May 1947.....			366,858.62	2,166,219.74	1,027.92		108.28	10,000.00	2,544,214.56
June 1947.....			263,071.77	3,039,718.86	266.54				3,303,057.17
July 1947.....			253,875.04	2,119,661.33	201.38			6,000.00	2,379,737.75
August 1947.....			228,678.54	446,558.77	634.10			5,500.00	681,371.41
September 1947.....			260,586.85	2,302,713.95	435.00			4,000.00	2,567,735.80
October 1947.....			327,068.70	2,174,071.20	25,361.47			4,000.00	2,530,501.37
November 1947.....			260,528.36	2,170,162.47	2,164.17			2,900.00	2,435,755.00
December 1947.....			306,120.48	9,254,351.87	2,474.56			5,100.00	9,568,046.91
Totals.....	\$ 35,021.11	\$ 7,624.91	\$7,728,900.74	\$42,199,420.83*	\$ 64,877.25	\$ 206,176.44	\$ 6,462.58	\$ 57,685.50	\$ 50,306,169.36
DISBURSEMENTS									
January 1947.....	\$	\$	\$ 479,171.40	\$ 1,905,578.53	\$ 2,260.80	\$ 140,125.37	\$ 2,438.17	\$ 11,185.50	\$ 2,540,759.77
February 1947.....				3,043,613.29	2,272.62	45,798.73			3,091,684.64
March 1947.....			340,247.35	3,011,794.98	2,016.75	20,252.34	3,916.13	4,000.00	3,382,227.55
April 1947.....			228,759.39	3,195,386.84	2,155.39			5,000.00	3,431,301.62
May 1947.....			243,468.85	3,410,271.11	1,895.14		108.28	10,000.00	3,665,743.38
June 1947.....			252,278.82	4,151,161.91	1,654.39				4,405,095.12
July 1947.....				2,869,591.73	1,304.47				2,870,896.20
August 1947.....			400,675.19	3,270,498.98	1,453.62			11,500.00	3,684,127.79
September 1947.....			196,099.60	3,332,453.17	1,770.54			4,000.00	3,534,323.31
October 1947.....			329,387.68	2,890,162.03	2,135.50			4,000.00	3,225,685.21
November 1947.....			278,806.25	3,013,334.58	3,637.70			2,900.00	3,298,678.53
December 1947.....			318,383.11	4,300,168.85	4,300.03			5,100.00	4,934,951.99
Totals.....	\$.00	\$.00	\$3,067,277.64	\$38,701,016.00**	\$ 26,856.95	\$ 206,176.44	\$ 6,462.58	\$ 57,685.50	\$ 42,065,475.11
Bal. Dec. 31, 1947.....	\$ 35,021.11	\$ 7,624.91	\$4,661,623.10	\$ 3,498,404.83	\$ 38,020.30	\$.00	\$.00	\$.00	\$ 8,240,694.25
Current Investments— U. S. Treasury Certifi- cates.....									\$ 4,100,000.00
Total Cash and Cur- rent Investments.....									\$ 12,340,694.25

*\$5,900,000.00 of this amount represents matured U. S. Treasury Certificates.

**\$578,041.66 of this amount was diverted under Chapter 20890, Acts of 1941.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT—DECEMBER 31, 1948

Schedule 4

RECEIPTS FOR	Trust Fund and Bank of Bonifay	Trust Account Defense Highway Act 1941	County Gas Tax Surplus	Gasoline License Fund	Outdoor Advertising Fund	Holmes County Maintenance Fund	Florida State Improvement Commission County Bond Fund	Total
Bal. Dec. 31, 1947	\$ 35,021.11	\$ 7,624.91	\$4,661,623.10	\$ 3,498,404.83	\$ 38,020.30	\$.....	\$.....	\$ 8,240,694.25
January 1948			299,217.07	371,148.45	1,899.86	4,000.00		676,265.38
February 1948			369,485.82	2,474,365.28	1,106.88	4,000.00		2,848,957.98
March 1948			377,586.35	5,269,715.58	1,868.46	4,000.00	1,181,150.89	6,834,321.28
April 1948			362,093.11	2,950,848.88	1,092.34	9,000.00		3,323,034.33
May 1948			413,077.17	2,843,530.71	570.70	3,894.70		3,261,073.28
June 1948			430,466.46	4,239,751.87	156.45	3,000.00		4,673,374.78
July 1948			326,976.21	4,569,964.10	1,030.45	3,000.00		4,900,970.76
August 1948			314,307.25	2,679,467.46	471.22	3,000.00	1,103,261.17	4,100,507.10
September 1948			315,774.49	2,405,189.90	3,844.60	3,000.00	350,651.03	3,078,460.02
October 1948			305,128.44	2,087,740.16	26,303.34	3,000.00		2,422,171.94
November 1948			286,162.03	2,289,135.31	4,551.60	5,000.00	1,618,678.25	4,203,527.19
December 1948			319,751.79	2,735,588.91	1,951.98	5,000.00	4,104,046.00	7,166,338.68
Totals	\$ 35,021.11	\$ 7,624.91	\$8,781,649.29	\$38,414,851.44*	\$ 82,868.18	\$ 49,894.70	\$8,357,787.34	\$ 55,729,696.97
DISBURSEMENTS								
January 1948	\$.....	\$.....	\$ 450,584.46	\$ 1,203,083.85	\$ 1,520.00	\$ 4,000.00	\$.....	\$ 1,659,188.31
February 1948			14,052.74	3,047,896.00	3,273.66			3,065,222.40
March 1948			500,135.03	3,196,938.63	2,200.74	8,000.00	104,480.00	3,811,754.40
April 1948			518,407.75	3,519,943.86	13.50	6,294.95		4,044,660.06
May 1948			482,365.38	3,383,394.96	4,237.88	3,825.42	23,328.33	3,897,151.97
June 1948			386,197.68	3,988,467.21	4,364.98	4,555.00	21,194.16	4,404,779.03
July 1948			372,123.21	3,619,412.43	3,031.66	3,725.79	27,822.05	4,026,115.14
August 1948			616,120.04	3,240,920.55	2,682.02	3,493.54	103,364.34	3,966,580.49
September 1948			277,284.52	3,532,977.78	2,468.70	3,000.00	121,990.63	3,937,721.63
October 1948			943,714.56	2,340,849.72	8,457.73	3,000.00	44,289.12	3,340,311.13
November 1948			291,026.33	3,088,426.92	4,536.15	5,000.00	93,406.66	3,482,396.05
December 1948			376,838.31	3,247,537.37	3,347.96	5,000.00	368,949.48	4,001,673.12
Total	\$.....	\$.....	\$5,228,850.01	\$37,409,849.28**	\$ 40,134.98	\$ 49,894.70	\$ 908,824.77	\$ 43,637,553.74
Balance Dec. 31, 1948	\$ 35,021.11	\$ 7,624.91	\$3,552,799.28	\$ 1,005,002.16	\$ 42,733.20	\$.....	\$7,448,962.57	\$ 12,092,143.23

*4,100,000.00 of this amount represents matured U. S. Treasury Certificates.

**\$763,061.24 of this amount was diverted under Chapter 20890, Acts of 1941.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
COUNTY GAS TAX SURPLUS—CHAPTER NO. 20302, ACTS OF 1941
CASH STATEMENT JANUARY 1, 1947 TO DECEMBER 31, 1948

Schedule 5

COUNTY	Balance Dec. 31, 1946	1947		1948		Balance Dec. 31, 1948
		Receipts	Disbursements	Receipts	Disbursements	
Baker.....	\$ 70,509.10	\$ 34,074.54	\$ 34,556.51	\$ 43,059.63	\$ 74,733.67	\$ 38,353.09
Bay.....	138,751.16	58,820.47		165,470.83	107,953.93	255,088.53
Bradford.....	38,507.89				38,507.89	
Brevard.....	266,973.41	73,654.18	168,486.20	99,858.11	53,885.48	218,114.02
Broward.....	28,719.83	63,753.50		69,466.78	161,940.11	
Calhoun.....	88,442.67	45,419.02	82,485.77	48,960.73	51,615.93	48,720.72
Citrus.....				49,882.73		49,882.73
Clay.....	56,598.57	33,995.48	236.33	42,572.80	78,000.00	54,930.52
Collier.....	84,608.69	125,636.04	27,429.09	164,888.59		347,704.23
Columbia.....	175,900.65	57,790.81	149,961.23	78,467.72	77,321.14	84,876.81
Dade.....	382,153.00	276,728.05	260,535.65	357,857.16	756,202.56	
DeSoto.....	72,779.95	72,779.95		24,154.24		96,934.19
Dixie.....	83,709.09	55,437.52	5,052.08	59,760.42	159,923.10	33,931.85
Duval.....	487,231.65	313,523.26	326,999.19	387,920.13	861,675.85	
Escambia.....	457,674.75	171,438.76	196,753.63	224,652.02	645,610.97	11,400.93
Flagler.....		87,826.54	1,638.11	48,960.74	92,411.58	42,737.59
Franklin.....	70,712.89	62,023.21	132,736.10	66,859.65	66,859.65	
Gadsden.....	373,836.44	68,553.49	158,164.51	78,560.68	197,906.21	164,879.89
Gilchrist.....	114,210.24	27,405.41	108,510.24	28,919.62		62,025.03
Glades.....	91,128.22	60,465.43	74,400.00	65,513.00	100,451.10	42,255.55
Gulf.....	143,065.97	48,543.94	37,647.71	52,329.38	180,639.80	25,651.78
Hamilton.....	71,471.38	50,907.83		55,111.32	86,217.82	91,272.71
Hendry.....	28,981.28	71,422.44	100,403.72	65,827.05	16,789.40	49,037.65
Highlands.....	104,903.44	92,385.85	1,440.75	105,658.50	2,452.98	299,054.06
Holmes.....	68,831.00	44,257.06	113,088.06	51,608.49	36,445.81	15,162.68
Jackson.....	75,787.86	84,212.60	141,955.61	107,579.24	125,624.09	
Jefferson.....				29,103.39		29,103.39
Lafayette.....	21,199.56	46,534.63	41,189.40	50,175.56	413.02	76,307.33
Lee.....	16,632.32	47,593.10	36,340.40	63,442.28	21,246.73	70,080.57
Leon.....	7,853.10	33,357.09	41,210.19	60,730.93	60,730.93	
Liberty.....	22,545.02	54,103.81	7,453.07	58,331.80	80,866.62	46,660.94
Madison.....		34,229.84	20,872.55	61,196.41		74,533.70
Monroe.....		86,723.68	86,723.68	109,137.79	109,137.79	
Nassau.....	46,614.30	48,846.95	24,430.87	50,301.28	121,331.66	
Okaloosa.....	30,935.69	41,242.10	12,370.33	60,854.58	7,995.60	112,666.44
Okeechobee.....	35,442.30	39,008.21		41,898.69		116,349.20
Osceola.....	181,056.76	73,587.66	119,552.90	88,735.55	95,158.39	128,668.68
Palm Beach.....	89,476.93	297,531.58	115,701.56	291,183.91	305,357.84	257,135.02
St. Lucie.....	33,161.28	58,759.81	56,651.53	88,529.54	13,561.14	110,237.96
Santa Rosa.....	126,575.23	75,489.73	24,410.02	86,030.35	181,378.76	82,306.53
Sumter.....				48,715.56		48,715.56
Suwannee.....	84,518.02	47,348.59	71,112.78	54,069.44	852.46	113,970.81
Taylor.....	130,748.59	101,912.19	125,908.80	108,743.12	40,213.83	175,281.27
Volusia.....				78,378.55	78,378.55	
Wakulla.....	13,944.32	31,814.63	4,954.27	37,942.64		78,747.32
Walton.....	16,097.31	38,685.45	24,348.40	50,908.73	81,343.09	
Washington.....	78,162.48	53,403.92	131,566.40	57,714.53	57,714.53	
TOTAL.....	\$ 4,437,672.39	\$ 3,291,228.35	\$ 3,067,277.64	\$ 4,120,026.19	\$ 5,228,850.01	\$ 3,552,799.28

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
FLORIDA STATE IMPROVEMENT COMMISSION COUNTY BOND FUNDS
CASH STATEMENT JANUARY 1, 1948 TO DECEMBER 31, 1948

Schedule 6

COUNTY	Balance December 31, 1947	1948		Balance December 31, 1948
		Receipts	Disbursements	
Broward.....	\$.....	\$ 251,300.00	\$ 32,940.65	\$ 218,359.35
Calhoun.....		408,055.50	116,351.97	291,703.53
Dixie.....		461,061.45	4,310.46	456,750.99
Flagler.....		342,565.11	27,743.98	314,821.13
Gilchrist.....		247,957.50	6,946.74	241,010.76
Gulf.....		383,506.83	12,385.58	371,121.25
Highlands.....		527,730.00	299,821.07	227,908.93
Lee.....		350,651.03	43,408.55	307,242.48
Leon.....		526,152.47	6,457.76	519,694.71
Madison.....		544,546.00		544,546.00
Palm Beach.....		3,559,500.00		3,559,500.00
Suwannee.....		402,120.89	348,972.14	53,148.75
Wakulla.....		352,640.56	9,485.87	343,154.69
TOTAL.....	\$.....	\$ 8,357,787.34	\$ 908,824.77	\$ 7,448,962.57

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES

AS OF DECEMBER 31, 1948

FIRST DIVISION

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							Total to Date by Source of Funds							
							1947	1948	State	Federal	County	Total		
Charlotte.....	0100			\$ 6.00			\$		\$ 15.83			\$ 15.83		\$ 15.83
	0101	26.166	5,077	29,338.11	23,169.36		202,521.16	150,842.41	1,922,926.66	616,817.25	51,645.70	2,591,389.61	383,157.73	2,974,547.34
	0103	18.228	215	18,715.33	25,183.00		85,921.78	370.54	286,877.99			286,877.99	33,000.00	316,877.99
	0104	11.161	882	4,020.26	4,344.36		52,991.56	4,174.24	159,448.08	10,606.34		170,054.42	230,712.70	400,767.12
	0105	15.315	3,165	5,207.26	8,316.25		703.06	86,586.22	87,289.28			87,289.28	406,393.44	493,682.72
	0106	10.370	408	2,879.88	9,801.75		228.37	7,734.64	144,597.06			144,597.06	137,637.50	282,234.56
County Total...		81.240	9,747	\$ 60,166.84	\$ 70,814.72	\$ 683,992.28	\$ 342,365.93	\$ 249,708.05	\$ 2,601,154.90	\$ 627,423.59	\$ 51,645.70	\$ 3,280,224.19	\$ 1,187,901.37	\$ 4,468,125.56
De Soto.....	0400			\$ 16.20	\$ 143.73	\$	\$ 11,007.99	\$	\$	\$	\$	\$	\$	\$
	0401	13.847	357	3,232.17	30,006.48		63,061.38	6,787.86	212,277.52	50,000.00	127,379.76	389,657.28	19,824.00	409,481.28
	0402	23.791	973	13,439.51	32,410.21		9,599.76	10,403.06	562,580.07	99,599.90		662,179.97	378,569.04	1,040,749.01
	0403						11,007.99		11,007.99			11,007.99		11,007.99
	0404	31.890	2,103	10,588.74	27,769.19			834.32	504,085.30	28,987.74	64,042.38	597,115.42	546,402.32	1,143,517.74
	0406	11.626	462	6,037.33	6,581.67			12,961.57	12,961.57			12,961.57	103,572.00	116,533.57
County Total...		81.154	3,895	\$ 33,386.40	\$ 97,305.42	\$ 650,098.66	\$ 76,685.71	\$ 33,641.13	\$ 1,313,458.99	\$ 178,587.64	\$ 191,422.14	\$ 1,683,468.77	\$ 1,048,367.36	\$ 2,731,836.13
Glades.....	0500			\$	\$ 50.10	\$	\$	\$ 18,932.18	\$ 93,434.34	\$	\$	\$ 93,434.34	\$	\$ 93,434.34
	0501	28.732	1,324	15,162.04	50,440.70		7,122.46		721,551.90	198,497.66	2,041.83	922,091.39	284,999.49	1,207,090.88
	0502	30.225	2,560	11,003.37	45,619.27		331,323.34	128,093.77	932,702.37	5,852.12		938,554.49	193,767.28	1,132,321.77
	0503	9.244	185	10,197.03	15,699.81		3,364.76	97,710.39	83,057.50	27,334.98	5,458.17	115,850.65	93,786.35	209,637.00
	0504	18.452	539	19,208.70	18,290.70		840.62		2,657.56			2,657.56	134,918.32	137,575.88
	0506			659.29	441.49									
Hardee.....	0600			\$ 100.07	\$ 393.61	\$	\$ 6,989.79	\$	\$ 7,935.17	\$	\$	\$ 7,935.17	\$	\$ 7,935.17
	0601	21.494	1,040	12,970.72	13,177.13		20,107.15		1,271,952.34			1,271,952.34	192,883.25	1,464,835.59
	0602	14.218	201	4,814.14	9,271.80		174.04		20,817.66			20,817.66	290,990.38	311,808.04
	0603	15.954	608	7,164.39	6,559.73			418.00	249,205.25	11,903.16		261,108.41	221,072.57	482,180.98
	0604												120,237.00	120,237.00
	0605	12.386	452	2,768.86	29,241.10				140,035.35	55,146.29		195,181.64	155,566.06	350,747.70
County Total...		64.052	2,310	\$ 28,004.69	\$ 58,678.92	\$ 381,949.29	\$ 29,126.88	\$ 418.00	\$ 1,710,060.93	\$ 67,049.45	\$	\$ 1,777,110.38	\$ 980,749.26	\$ 2,757,859.64

	0700			\$ 5 28	\$ 2,131.82	\$	\$ 6,052.61	\$ 10,872.61	\$ 21,036.24	\$	\$ 4,471.33	\$ 25,507.57	\$	\$ 25,507.57
	0701	31.680	1,295	18,556.14	26,660.32			3,832.73	766,017.73			766,017.73	338,455.82	1,104,473.55
	0702							972.32	1,205.02			1,205.02		1,205.02
Hendry	0703	12.605	270	8,472.40	10,789.66		359,678.24	652,179.35	652,179.35			652,179.35	134,666.52	786,845.87
	0704	1.015		841.99	748.20			777.98	14,995.15	11,507.41	4,265.72	15,773.13	9,099.00	24,872.13
	0705	1.192	92	109.28	12,730.15			897.77	61,274.60			61,274.60	9,615.00	70,889.60
	0706	18.624	435	33,469.40	15,226.48		2,019.04	30,122.17	526,110.66	14,339.17		540,449.83	105,114.80	645,564.63
	0707	4.370	195	3,247.31	6,770.66		7,976.29	24,148.82	59,250.18			59,250.18	34,225.00	93,475.18
	0708	15.098	63	5,969.64	12,236.38			3,419.11	102,997.61			102,997.61	133,379.94	236,377.55
County Total		84.584	2,353	\$ 70,671.44	\$ 87,293.67	\$ 518,121.87	\$ 378,374.25	\$ 87,599.49	\$ 2,201,578.80	\$ 18,604.89	\$ 4,471.33	\$ 2,224,655.02	\$ 764,556.08	\$ 2,989,211.10
	0800			\$ 5,400.80	\$ 168.07	\$	\$ 967.91	\$ 32,023.14	\$ 33,065.76	\$		\$ 33,065.76	\$	\$ 33,065.76
	0801	20.892	153	12,355.20	11,690.43			496.18	1,005,097.12	283,281.65	80,899.09	1,378,277.86	66,810.21	1,445,088.07
	0802	19.496		56,603.72	127,455.12				557,310.82			557,310.82	95,307.00	652,617.82
Hernando	0803	6.667	766	605.28	1,573.78				106,366.31	212,567.41		318,933.72		318,933.72
	0804	12.164		3,960.14	20,829.57				53,213.78			53,213.78	129,090.00	182,303.78
	0805	12.100		2,076.77	4,013.14				1,072.07			1,072.07	171,153.86	172,225.93
	0806	7.320	233	14,587.50	4,767.97		63,059.62		67,871.65			67,871.65	65,149.00	133,020.65
	0807	.994			65.34		15,306.86		15,306.86			15,306.86		15,306.86
	0808							716.05	716.05			716.05		716.05
County Total		79.633	1,152	\$ 95,589.41	\$ 170,563.42	\$ 715,500.42	\$ 78,298.57	\$ 33,235.37	\$ 1,840,020.42	\$ 495,849.06	\$ 89,899.09	\$ 2,425,768.57	\$ 527,510.07	\$ 2,953,278.64
	0900			\$	\$ 38.64	\$	\$	\$ 1,032.44	\$ 16,288.63	\$ 5,393.16	\$	\$ 21,681.79	\$	\$ 21,681.79
	0901	28.851	196	6,969.30	16,527.02		650,708.85	182,861.89	960,108.18	1,043,819.60		2,003,927.78		2,003,927.78
	0902	1.258			129.20				40,297.85			40,297.85		40,297.85
	0903	8.903		1,176.22	3,269.38		804.82		449,946.09	1,711.79		451,657.88	8,647.97	460,305.85
	0904	11.147		10,099.32	8,583.57				508,654.26	7,419.68		516,073.94	706,762.24	1,222,836.18
Highlands	0906	36.149	1,125	24,381.39	55,116.19		97,675.25		1,450,416.90	3,443.00		1,453,859.90	193,842.00	1,647,701.90
	0908	3.100		1,422.03	1,297.60								59,027.00	59,027.00
	0909	2.398	197	302.82	353.04								100,103.00	100,103.00
	0910			146.69					52,208.53	3,750.00		55,958.53		55,958.53
	0911	.756	3,990	6,226.52	6,154.52			14,038.67	14,223.48			14,223.48	72,761.00	86,984.48
	0912			1,385.40					10,083.37	330,724.90		340,808.27		340,808.27
	0913						6,568.19	2,016.90	49,100.14			49,100.14		49,100.14
	0975						7,192.47	246,846.78	254,039.25			254,039.25		254,039.25
County Total		92.562	5,508	\$ 55,109.69	\$ 91,469.16	\$ 932,374.49	\$ 763,592.58	\$ 342,790.55	\$ 3,805,366.68	\$ 1,396,262.13	\$	\$ 5,201,628.81	\$ 1,141,143.21	\$ 6,342,772.02
	1000			\$ 5 50	\$	\$	\$ 60,599.88	\$ 45,132.07	\$ 114,940.21	\$ 61,273.72	\$	\$ 176,213.93	\$	\$ 176,213.93
	1001	26.444	1,558	6,277.90	7,828.01				1,091,098.22	668,824.23		1,759,922.45	291,812.00	2,051,734.45
	1002	11.265	180	1,373.28	1,652.68		22.90	47,770.31	153,141.97	5,199.10		158,341.07	684,779.14	843,120.21
	1003	20.191	356	7,618.76	10,485.33		342,386.92	555,196.95	1,508,410.86	318,188.87		1,826,599.73	20,798.18	1,847,397.91
	1004	12.279	175	8,472.12	32,983.29		114,060.19		464,454.60	566,432.97		1,030,887.57	414,522.40	1,445,409.97
	1006	26.210	2,800	15,933.11	26,511.44		300,866.75	13,612.18	934,891.86	146,610.80		1,081,502.66	1,130,486.00	2,211,988.66
	1007	5.569		392.85	645.97		11,514.24	54.76	36,711.69			36,711.69	89,765.14	126,476.83
	1008	9.780	1,026	11,108.97	21,848.35				110,818.81	89,605.94		200,324.75	1,020,604.88	1,220,929.63
	1009	15.546	127	3,265.15	5,186.47		9,279.66		158,921.29			158,921.29	510,158.00	669,079.29
	1010	4.324		3,863.45	1,638.99		51,879.36		119,332.63	104,538.42		223,871.05	130,750.17	354,621.22
Hillsborough	1011	19.391	231	15,872.60	11,063.56				614,492.16			614,492.16	551,438.41	1,165,930.57
	1012	6.050	79	333.62	565.69		50,114.62		50,126.64			50,126.64	83,665.01	133,791.65
	1013	11.877	14,066	35,063.03	29,655.31		89,852.15	80.44	1,016,295.01	1,284,091.70		2,300,386.71		2,300,386.71
	1014	8.834	3,220	106,306.37	15,903.27		339,853.36	110,027.10	881,559.01	269,023.81		1,150,582.82	158,052.27	1,308,635.09
	1015	12.838	937	11,513.50	9,837.34				544,437.16	707,481.23		1,251,918.39	198,993.00	1,450,911.39
	1016							1,492.43				1,492.43		1,492.43
	1017								3,020.62	38,744.45		41,765.07		41,765.07
	1018	2.010		1,542.27	1,403.46		285.00		95,658.72	161,661.00		257,319.72		257,319.72
	1020	10.808	245	1,755.15	4,811.83		8,449.62		312,238.23			312,238.23	224,946.00	537,184.23
	1021	16.680	793	4,026.82	6,270.36				549,500.67	53,821.56		603,322.23	123,747.00	727,069.23
	1023			2,424.80	121.96			169.79	59,016.68			59,016.68		59,016.68
	1025	9.335	1,635	10,548.19	5,835.13				32,793.31			32,796.31	562,452.51	595,248.82
County Total		229.431	27,428	\$ 247,727.44	\$ 194,248.44	\$ 1,698,099.79	\$ 1,378,764.44	\$ 773,366.24	\$ 8,853,355.78	\$ 4,475,397.80	\$	\$ 13,328,753.58	\$ 6,196,970.11	\$ 19,525,723.69

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948

FIRST DIVISION (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							Total to Date by Source of Funds							
							1947	1948	State	Federal	County	Total		
Lee	1201	34.596	5,714	\$ 45,444.12	\$ 27,411.12	\$	\$ 125,708.67	\$ 1,860.35	\$ 1,471,574.74	\$	\$	\$ 1,471,574.74	\$ 813,846.49	\$ 2,285,421.23
	1202	21.745	471	26,897.24	17,315.97		405,907.38	479,580.20	978,030.94	130,129.20		1,108,160.14	533,257.18	1,641,417.32
	1203							6,142.64	6,142.64			6,142.64		6,142.64
	1204	14.900	154	6,222.91	27,894.70		78,081.08	7,214.89	147,079.26			147,079.26	164,699.51	311,778.77
	1205	23.385	1,377	36,938.66	15,078.70		57,433.20	391.40	322,262.10	49,204.46	200.00	371,666.56	431,386.00	803,052.56
	1207	6.405		18,504.28	3,867.55		7,535.37	8,782.72	24,691.39	315,800.12		340,491.51		340,491.51
	1208								4,955.05	21,350.30		26,305.35	24,904.48	51,210.03
	1209	6.381	477	4,436.36	24,089.43								144,987.73	144,987.73
	1210			1.58	169.93		11,068.49		42,269.99			42,269.99		42,269.99
	1275							19,556.41	19,556.41			19,556.41		19,556.41
County Total		107.412	8,193	\$ 138,445.15	\$ 115,827.40	\$ 979,727.12	\$ 685,734.19	\$ 522,745.81	\$ 3,016,562.52	\$ 516,484.08	\$ 200.00	\$ 3,533,246.60	\$ 2,113,081.59	\$ 5,646,328.19
Manatee	1300			\$	\$	\$	\$	\$ 181.05	\$ 13,277.07	\$	\$	\$ 13,277.07	\$	\$ 13,277.07
	1301	9.573	3,788	29,665.68	17,162.76		71,588.73		1,511,589.78			1,511,589.78	799,578.21	2,311,167.99
	1302	16.101	27	13,220.60	5,784.02		1,219.10		221,156.50	106,701.92		327,858.42	342,444.75	670,303.17
	1303	9.646	165	13,534.98	6,137.18		139,584.38		147,475.79	3,573.70		151,049.49	389,930.64	540,980.13
	1304	7.758	2,202	44,680.19	12,302.46			3,353.49	3,608.55			3,608.55	203,291.00	206,899.55
	1305	40.037	2,218	10,789.14	32,902.46				8,191.44			8,191.44	1,005,882.48	1,014,073.92
	1306	23.311	232	3,460.37	4,690.65		194.97		30,939.31			30,939.31	491,863.00	522,802.31
	1307	5.534	38	287.78	878.30				42,335.01			42,335.01	81,590.85	123,895.86
	1308	10.575		5,600.95	10,907.62			72,570.39	74,041.74			74,041.74	156,041.78	230,083.52
	1309			139.73	165.34				19,109.95			19,109.95		19,109.95
	1310	6.242	36	498.83	6,422.13								85,227.21	85,227.21
	1311						12,738.05	8,229.07	20,967.12			20,967.12		20,967.12
	1312	7.310		1,868.15	5,805.35								223,078.00	223,078.00
County Total		136.087	8,706	\$ 123,746.40	\$ 103,158.27	\$ 954,270.00	\$ 225,325.23	\$ 84,334.00	\$ 2,092,692.26	\$ 110,275.62	\$	\$ 2,202,967.88	\$ 3,778,897.92	\$ 5,981,865.80
Pasco	1400			\$	\$	\$	\$	\$ 21,243.96	\$ 30,586.27	\$	\$	\$ 30,586.27	\$	\$ 30,586.27
	1401	19.800	228	5,316.21	8,410.91		2,325.47		1,055,219.89	493,498.66		1,548,718.55		1,548,718.55
	1402							1,023.70	1,023.70			1,023.70		1,023.70
	1403	23.616		13,482.18	72,497.42		49,347.19	758,644.02	1,001,666.60	269,298.66		1,270,965.26	510,479.89	1,781,445.15
	1405	22.217	223	14,519.19	37,182.31		240,145.50	191,852.48	647,993.94	526,672.05		1,174,665.99	314,702.65	1,489,368.64
	1407	24.809	364	7,035.64	9,029.31		84,277.44	301.70	94,386.28			94,386.28	445,249.76	539,636.04
	1408							3.36	3.36			3.36		3.36
	1409	26.822	225	5,097.03	6,348.78			87.39	216.53			216.53	447,304.08	447,520.61
	1411	3.561	315	3,436.11	2,120.69		218,144.76	4,023.36	127,870.99	102,528.81		230,399.80	65,086.50	295,486.30
	1412	32.590	261	8,710.10	35,381.64		90,817.08		370,472.60	57,631.34		428,103.94	547,831.19	975,935.13
	1414				225.60				21.61			21.61		21.61
	1415	2.250	99	689.01	266.93		1,514.09		1,575.66			1,575.66	35,640.00	37,224.66
County Total		155.665	1,715	\$ 58,285.47	\$ 171,433.59	\$ 868,853.37	\$ 686,571.53	\$ 977,839.97	\$ 3,331,037.43	\$ 1,440,629.52	\$	\$ 4,780,666.95	\$ 2,366,303.07	\$ 7,146,970.02
	1500			\$	\$ 22,770.06	\$	\$ 7,813.62	\$ 7,496.69	\$ 29,600.63	\$ 22,382.75	\$	\$ 51,983.38	\$	\$ 51,983.38
	1501	21.159	2,110	10,125.64	14,203.47			5,755.76	522,996.34			522,996.34	1,505,272.91	2,028,269.25

Pinellas	1502	15,914	733	5,905.58	5,534.14	1,628.84	119,139.40	86,235.03	205,374.40	1,241,970.00	1,447,344.40
	1503	7,825	32	6,055.96	15,731.65	65,253.01	95,414.85	95,414.85	465,168.98	500,583.83	
	1504	9,443	312	18,090.46	5,227.60	349,626.08	91,646.99	239,697.85	1,017,099.77	29,094.32	1,046,185.09
	1505	10,820	1,410	2,577.43	4,939.70		10.88	197,936.59	39,226.48	237,163.07	532,959.23
	1506	16,280	204	7,265.62	8,103.64	376.45	5,823.79	58,732.07	5,668.18	58,732.25	632,394.55
	1507	5,188	17	1,349.60	1,287.90			12,952.81		12,952.81	208,459.00
	1508	8,197	28	1,370.34	1,303.95			45,465.07		45,465.07	288,658.03
	1509	14,833	135	5,768.50	9,192.51	36,219.00		547,423.80	442,969.06	990,392.86	817,172.55
	1510	11,543	1,986	12,198.89	13,147.60	9,237.27	21,724.05	95,516.99		95,516.99	986,982.35
	1511	531	2,806	3,055.62	1,660.02			32.72		32.72	635,580.00
	1512	3,163	443	4,873.42	5,463.75			8,884.59	102,488.44	111,373.03	20,162.00
	1513	4,305	30	1,625.58	1,392.10						110,464.67
County Total	1514	6,251		1,917.93	3,604.18			14,372.50		14,372.50	113,844.42
	1515	1,851	429	60.16	591.43	67,225.29	147,608.41	309,973.23	51,770.06	361,743.29	361,743.29
	1516						525.76	525.76			525.76
		137,303	10,695	\$ 82,270.73	\$ 114,153.70	\$ 962,399.56	\$ 537,450.20	\$ 280,589.33	\$ 2,831,692.27	\$ 990,437.82	\$ 3,822,139.09
											\$ 7,588,162.98
											\$ 11,410,293.07
Polk	1600			\$ 55.93		\$ 60,354.87	\$ 9,557.69	\$ 86,105.53	\$ 86,105.53	\$ 86,105.53	\$ 86,105.53
	1601	6,404	61	4,232.61	11,517.55			547,848.72	3,609.00	551,248.72	147,632.90
	1602	22,860	826	9,570.10	34,125.99	216,202.06	17,781.82	985,705.45	760,215.69	1,745,921.14	580,481.49
	1603	33,052	1,575	13,870.47	25,880.67	21,974.00	321.53	1,381,470.61	283,926.49	1,675,983.73	508,345.38
	1604					1,972.57	89.85	2,062.42		2,062.42	2,062.42
	1605	10,842	54	4,821.01	4,723.38	105,405.69	10.33	236,061.93	467,445.61	703,507.54	183,653.03
	1606	13,651	106	4,120.48	4,344.15	9,147.26		274,190.26		274,190.26	190,104.45
	1607	27,214	728	8,433.30	8,981.43	69.07	109,481.79	1,168,990.87	65,567.33	1,234,558.20	798,681.06
	1608	11,341	38	10,445.64	4,034.33	64,361.03	911.77	65,607.28		65,607.28	203,137.12
	1609	35,202	45	17,140.97	16,775.06	154,623.64	2,421.58	1,653,416.88		1,653,416.88	358,297.10
	1610						6,760.06	7,384.90		7,384.90	7,384.90
	1611	30,477	2,062	23,213.58	28,345.17	214,223.88	10,185.00	1,581,763.55		1,581,763.55	721,643.55
County Total	1612	25,661	494	5,744.85	8,765.33	365,265.00	140,447.32	432,793.65	140,000.00	572,793.65	623,680.85
	1613	12,012	115	3,030.04	3,338.49	24,933.66		69,911.95		69,911.95	174,562.85
	1614	14,290	192	3,312.94	15,782.63	312,044.69	76,852.06	546,569.15		546,569.15	185,611.77
	1615	10,620		3,014.30	2,556.29	102,252.93	12,105.50	133,004.41		133,004.41	317,256.85
	1616	6,895	267	7.72	1,305.94	103,486.00	54,128.81	258,072.03	177,989.82	436,061.85	436,061.85
	1617	9,103		1,867.13	12.66	3,866.17	288,032.33	238,673.93	195,352.85	434,026.78	434,026.78
	1618	8,940		1,816.55	1,780.79						92,459.00
	1619	19,010	45	10,001.20	11,617.27	79,631.56		391,437.57		391,437.57	325,721.17
	1620							5,752.65	59,631.38	65,384.03	65,384.03
	1621							7,916.26	76,769.52	84,685.78	84,685.78
	1622			29.14				393.30	17,157.24	17,550.54	17,550.54
	1623										365,324.71
County Total	1624	30,619	725	12,141.79	10,552.54	8,665.97	340,809.59	365,324.71		365,324.71	1,091,743.90
	1625	7,177		5,035.50	3,313.65			203,841.07		203,841.07	215,969.50
	1626	8,989	34	5,306.68	4,433.94	460,378.97		530,814.27		530,814.27	204,850.21
		344,429	7,367	\$ 147,271.93	\$ 232,188.32	\$ 1,297,213.69	\$ 2,149,596.90	\$ 1,069,897.03	\$ 11,174,913.35	\$ 2,247,655.93	\$ 10,583.63
											\$ 13,433,152.91
											\$ 6,923,832.15
											\$ 20,356,985.06
Sarasota	1700			\$ 57.25		\$ 14,210.47	\$ 9,226.20	\$ 23,452.55	\$ 23,452.55	\$ 23,452.55	\$ 23,452.55
	1701	17,150	888	3,585.73	4,923.15			678,755.32	322,153.01	1,000,908.33	311,619.18
	1702	22,582	802	17,695.52	15,898.65	336,133.79	724.20	1,626,360.79	59,243.45	1,785,604.24	495,783.25
	1703	9,012	5,003	44,502.19	139,265.68			10,337.28		10,337.28	1,304,884.45
	1704	19,190	484	7,346.38	10,343.77			18,224.04		18,224.04	458,633.90
	1705	8,546	54	1,814.13	3,754.62	147.98	7,933.50	8,106.92		8,106.92	174,283.72
	1706	8,060	173	1,179.98	2,093.55			39.00		39.00	173,029.28
	1707	32,223	1,560	10,236.82	19,364.99						799,994.00
	1708	8,955	1,364	4,866.14	5,827.77	88,156.06	1,504.21	89,668.15		89,668.15	411,775.76
	1710	1,940	465	2,332.73	3,967.20	29,805.51	101.48	29,975.51		29,975.51	47,383.60
	1711	1,000	222	1,717.76	6,247.70	9,025.82	2,140.96	11,166.78		11,166.78	65,359.68
	1712	2,155		441.53	98.65						40,193.91
County Total		130,813	11,015	\$ 95,743.16	\$ 211,785.73	\$ 949,163.78	\$ 477,540.27	\$ 2,496,086.34	\$ 381,396.46	\$ 100,000.00	\$ 2,977,482.80
											\$ 4,282,940.73
											\$ 7,260,423.53
Division Totals		1,811,812	104,709	\$ 1,295,695.30	\$ 1,820,909.77	\$ 12,406,761.59	\$ 161,434.31	\$ 4,948,672.49	\$ 49,312,075.52	\$ 13,245,582.00	\$ 455,721.89
											\$ 63,013,379.41
											\$ 39,617,178.85
											\$ 102,630,558.26

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948

SECOND DIVISION

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							1947	1948	Total to Date by Source of Funds					
									State	Federal	County	Total		
Alachua	2600			\$	\$ 4,938.60	\$	\$ 41.44	\$	\$ 18,735.26	\$	\$	\$ 18,735.26	\$	\$ 18,735.26
	2601	17.801	81	22,075.01	11,977.70		7,683.05		544,091.33	452,206.68	191,498.76	1,187,706.77		1,187,706.77
	2602	27.104	567	11,081.89	27,733.23		276,046.70	31,089.79	624,380.90	602,698.83	227,385.24	1,454,464.97	69,121.41	1,523,586.38
	2603	26.180		2,582.20	9,774.10		137.93	3,152.65	547,028.76	6,807.08	252,665.99	806,501.83	92,488.08	898,989.91
	2604	1.687	218	258.87	1,611.18				74,491.94			74,491.94	2,345.00	76,836.94
	2605	16.445	345	4,974.02	3,981.65		62,592.98		293,980.47	411,526.79		705,507.26	214,895.44	920,402.70
	2606	26.353	217	12,992.25	27,923.37		309,368.88	19,926.04	573,420.21	22,706.74		596,126.95	447,080.00	1,043,206.95
	2607	21.664	33	3,911.92	2,317.17		3,453.71	211,813.54	348,023.64			348,023.64	382,365.42	730,389.06
	2608	16.796	587	4,336.06	3,780.56			175.83	18,096.74	204,408.40	213,548.84	436,053.98	121,749.00	557,802.98
	2609	15.991		2,888.14	10,533.12				389,120.51			389,120.51	156,150.00	545,270.51
	2610	15.874	543	8,063.18	6,014.90		1.42		47,488.31	41,313.94		88,802.25	315,787.00	404,589.25
	2611	13.704	421	822.00	2,151.12				64,949.85			64,949.85	148,002.10	212,951.95
	2612	6.930	101	223.52	12,195.21		117,965.04	3,125.19	195,588.20			195,588.20	195,588.20	195,588.20
	2613	17.277	350	6,305.71	5,253.74			5,048.25	6,087.06			6,087.06	286,960.00	293,047.06
	2614	9.911		7,063.72	12,243.35		106,778.03	9,455.80	228,886.10	22,440.20		251,326.30	251,326.30	251,326.30
	2615	13.063	152	7,095.05	1,811.20				56,623.96	55,513.00		112,136.96	99,891.00	212,027.96
	2616	4.164		1,347.94	2,356.09		51,489.84	2,856.73	73,475.49	17,920.12		91,395.61	6,510.10	97,905.71
	2617	3.914	32	284.84	2,981.36				75,693.84			75,693.84		75,693.84
2618			5,554.44	5,966.33		127,607.73	63,624.61	321,070.73			321,070.73		321,070.73	
2620								4,101.50			4,101.50		4,101.50	
2621							1,435.55	1,435.55			1,435.55		1,435.55	
County Total		254.858	3,647	\$ 101,860.76	\$ 155,543.98	\$ 1,383,704.94	\$ 1,063,083.87	\$ 355,805.48	\$ 4,506,680.35	\$ 1,837,541.78	\$ 885,098.83	\$ 7,229,320.96	\$ 2,343,344.55	\$ 9,572,665.51
Baker	2700			\$ 3,682.55	\$ 12.06	\$	\$ 2,201.05	\$	\$ 30,262.36	\$	\$	\$ 30,262.36	\$	\$ 30,262.36
	2701	25.430	571	36,996.17	21,494.35		1,807.52		759,581.91	601,125.87	55,119.08	1,415,826.86		1,415,826.86
	2702							663.91	663.91			663.91		663.91
	2703	16.270	582	12,359.22	9,004.20		7,402.85	71.53	403,026.99			403,026.99	42,605.37	445,632.36
	2704	4.990	42	3,593.26	4,281.11		94,192.23	254,158.93	403,580.73	73,653.28		477,234.01		477,234.01
County Total		46.690	1,195	\$ 56,631.20	\$ 34,791.72	\$ 413,212.92	\$ 105,603.65	\$ 254,894.37	\$ 1,597,115.90	\$ 674,779.15	\$ 55,119.08	\$ 2,327,014.13	\$ 42,605.37	\$ 2,369,619.50
Bradford	2800			\$ 89.15	\$	\$	\$	\$	\$ 14,811.16	\$	\$	\$ 14,811.16	\$	\$ 14,811.16
	2801	20.302	591	7,152.03	14,525.46		115,772.33	17,915.94	500,390.67	205,243.92		705,634.59	274,229.49	979,864.08
	2802	22.164	548	5,634.24	18,035.50				379,643.45		125,000.00	504,643.45	43,635.00	548,278.45
	2803	12.883	189	3,256.27	6,067.16				213,169.54			213,169.54	128,146.00	341,315.54
	2804						8,575.61	117,569.80	95,720.50	30,424.91		126,145.41		126,145.41
	2805	3.733	303	1,165.68	2,131.03				207,883.76	101,463.83		309,347.59	8,146.93	317,494.52
	2806	14.161	223	640.18	1,490.97								162,383.90	162,383.90
	2807	4.230	16	1,157.39	2,223.66				35,131.83			35,131.83	59,737.17	94,869.00
	2808	3.484		600.53	148.97			7,793.19	57,747.83			57,747.83	8,278.00	66,025.83
	2809	3.368		407.09	222.44				57,894.11			57,894.11		57,894.11
	2810								9,745.67			9,745.67		9,745.67

	2811					3,661.61	92,344.58	96,046.19			96,046.19		96,046.19
County Total	84,325	1,870	\$ 20,102.56	\$ 44,845.19	\$ 457,195.22	\$ 128,009.55	\$ 235,663.51	\$ 1,668,184.71	\$ 337,132.66	\$ 125,000.00	\$ 2,130,317.37	\$ 684,556.49	\$ 2,814,873.86
	7100		\$	\$ 738.14	\$	\$	\$	\$ 9,793.94	\$	\$	\$ 9,793.94	\$	\$ 9,793.94
	7101	10,525	139	6,188.19	3,645.07	351.66		283,937.48		44,340.00	328,237.48	39,735.00	367,972.48
	7102	15,577	3,226	19,396.92	19,170.87	13,858.30	12,946.20	1,037,254.89	118,678.31	55,660.00	1,211,593.20	194,294.77	1,405,887.97
	7103	5,684	46	537.14	398.67	51,397.09	1,616.05	239,063.31			239,063.31		239,063.31
	7104	5,300		7,020.03	8,907.47			136,952.79			136,952.79		136,952.79
	7105	22,552	846	21,967.27	10,210.50			292,071.87	178,535.15		470,607.02	416,268.79	886,875.81
	7106	2,624			341.58	1,239.83	81,183.01	82,423.44			82,423.44		82,423.44
Clay	7107	21,009	1,184	5,632.51	10,355.62			531,535.95			531,535.95	6,227.74	537,763.69
	7108	3,004		2,123.89	825.58			65,637.67	87,195.65		152,833.32		152,833.32
	7109	1,882		269.61	60.16			25,359.84	54,754.74		80,114.58		80,114.58
	7110	3,401	106	2,812.58	2,406.70			35,245.37	270,270.12		305,515.49	71,947.69	377,463.18
	7111	23,950	461	6,434.15	6,251.67			477,201.16			477,201.16	96,267.26	573,468.42
	7112					8,778.30	227,780.14	170,801.21	66,305.30		237,106.51		237,106.51
	7113	2,775	17	2,790.02	1,006.21			3,540.01	79,520.82		83,060.83	16,419.10	99,479.93
	7114	2,582		2.30	1,517.67	1,829.19	24,410.59	54,347.47	45,566.18		99,913.65		99,913.65
County Total	120,865	6,025	\$ 75,174.61	\$ 65,835.91	\$ 1,028,831.42	\$ 77,454.37	\$ 347,936.59	\$ 3,445,126.40	\$ 900,826.27	\$ 100,000.00	\$ 4,445,952.67	\$ 841,160.35	\$ 5,287,113.02
	2900		\$ 2,778.96	\$ 962.40	\$	\$	\$	\$ 42,990.68	\$	\$	\$ 42,990.68	\$	\$ 42,990.68
	2901	20,889		6,321.06	25,357.26	2,431.56	21.00	663,510.16	302,969.34	247,323.76	1,213,803.26	64,413.36	1,278,216.62
	2902	11,608				219,423.39	53,587.08	282,472.63			282,472.63		282,472.63
	2903	23,878	134	10,321.23	11,635.48	17,749.60	2,414.21	653,531.42	262,489.28	159,832.49	1,075,853.19		1,075,853.19
	2904	11,689	393	5,743.19	16,941.58	16,704.89	8,153.72	285,109.07	198,777.50		516,886.57	43,041.74	559,928.31
	2905	12,615	102	1,053.53	4,671.63			210,643.25		91,210.71	301,853.96		301,853.96
	2906	9,962	94	10,898.70	19,479.45			171,371.77		79,270.60	250,642.37	13,829.00	264,471.37
Columbia	2907	27,685	1,142	4,660.27	9,095.02			403,944.93		138,961.09	542,906.02	39,198.00	582,104.02
	2908	1,477		35.92	338.73			38,399.41			38,399.41	16,221.00	54,620.41
	2909	11,386		1,363.12	1,724.85			204,630.94		204,630.94	21,225.00	225,855.94	
	2910	6,366	45	1,033.59	1,889.29	5,780.22	104,897.17	270,478.85	26,694.19		297,173.04	18,871.00	316,044.04
	2912				47.11	538.11		538.11			538.11		538.11
	2914	515		230.04	130.68			13,142.28			13,142.28		13,142.28
	2975						15,241.91	15,241.91			15,241.91		15,241.91
County Total	138,070	1,910	\$ 44,439.61	\$ 90,348.68	\$ 726,473.26	\$ 262,627.77	\$ 184,273.09	\$ 3,256,005.41	\$ 790,930.31	\$ 749,598.65	\$ 4,796,534.37	\$ 216,799.10	\$ 5,013,333.47
	3000		\$ 249.83	\$ 808.60	\$	\$	\$	\$ 46,656.82	\$	\$	\$ 46,656.82	\$	\$ 46,656.82
	3001	30,001	2,778	32,069.72	96,785.57	134,401.28	496,976.66	1,240,776.79	391,211.94	76,804.47	1,708,793.20	161,023.53	1,869,816.73
	3002					1,043.00	28,996.96	30,139.16			30,139.16		30,139.16
Dixie	3003	26,038	16	3,662.34	10,772.85	178,502.02	25,300.77	415,729.88	84,302.10		500,031.98		500,031.98
	3005	1,518	364	138.48	2,709.37			78,426.88			78,426.88		78,426.88
	3006	2,387		2,673.09	832.02			42,424.72			42,424.72		42,424.72
	3075					3,055.32	12,512.11	15,567.43			15,567.43		15,567.43
County Total	59,944	3,158	\$ 38,793.46	\$ 110,291.21	\$ 421,715.64	\$ 317,001.62	\$ 563,786.50	\$ 1,869,721.68	\$ 475,514.04	\$ 76,804.47	\$ 2,422,040.19	\$ 161,023.53	\$ 2,583,063.72
	7200		\$ 634.32	\$ 2,471.40	\$	\$ 17,379.88	\$ 35,992.13	\$ 37,897.07	\$ 56,091.61	\$	\$ 93,988.68	\$	\$ 93,988.68
	7201	21,710	939	8,812.11	13,417.84	12,818.06	14.67	899,097.61	363,456.79		1,262,554.40	401,406.28	1,663,960.68
	7203	9,552	546	14,001.23	18,067.82			759,011.74			759,011.74	106,559.02	865,570.76
	7204					774.14		774.14			774.14		774.14
	7205	15,586	3,408	27,522.51	23,321.62	8.34	4,795.17	244,130.14	118,772.23		362,902.37	1,673,084.01	2,035,986.38
	7206	10,412	834	2,994.44	8,539.06	50,073.14		488,947.70	144,630.15		633,577.85	446,127.24	1,079,705.09
	7207	19,069	2,219	33,233.11	69,075.70	544,522.87	54,545.00	1,164,262.88	1,470,203.58	552,156.81	3,186,628.27	710,893.02	3,897,521.29
	7208	15,159	613	8,696.03	7,106.27	9,109.45	1,299.39	651,175.29	488,486.51		1,139,661.80	665,347.23	1,805,009.03
	7210	20,556	732	32,348.37	30,432.79	248.04	105,443.78	213,532.26			213,532.26	1,427,601.00	1,641,133.26
Duval	7212	22,215	394	16,904.71	20,488.28	3,200.96	3,659.09	746,113.58	566,633.12		1,312,746.70	203,946.38	1,516,693.08

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES

AS OF DECEMBER 31, 1948

SECOND DIVISION (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies	
							Total to Date by Source of Funds								
							1947	1948	State	Federal	County	Total			
Duval (cont.)	7213				8.25										
	7214	13.298	261	4,269.97	2,297.38	42,465.98	446.80	267,896.58	150,260.97			418,157.55	304,617.83	722,775.38	
	7215	13.619	897	7,652.77	11,805.70	82.28	7,136.07	96,413.67			96,413.67	258,153.00	354,566.67		
	7216	14.530	3,325	47,606.91	57,969.59	137,796.85	40,354.70	587,858.85	59,726.40			647,585.25	897,310.98	1,544,896.23	
	7217	7.201	209	6,326.67	13,124.40	133.66	92,618.77	562,158.09	20,228.72			582,386.81	134,439.13	716,825.94	
	7218	5.313	31	1,051.97	1,178.20			10,940.70	74,782.00			85,722.70		85,722.70	
	7219	5.517	75	7,621.19	7,907.93	416,514.28	1,034,647.88	2,491,134.70			2,491,134.70		2,491,134.70		
	7220							3,736.36	10,108.09			13,844.45		13,844.45	
	7221							2,276.23	80,010.25			82,286.48		82,286.48	
	7222							7,511.61	112,324.27			119,835.88		119,835.88	
	7223							12,144.56	189,008.85			201,153.41		201,153.41	
	7275	16.644	4,819	34,867.74	36,450.01	32,594.33	480,387.15	596,501.35	44,929.39			641,430.74		641,430.74	
County Total		210.381	19,302	\$ 254,544.05	\$ 323,662.24	\$2,073,293.61	\$1,267,722.26	\$1,861,339.60	\$ 9,843,520.11	\$ 3,949,652.93	\$ 552,156.81	\$ 14,345,329.85	\$ 7,229,485.12	\$ 21,574,814.97	
Gilchrist	3100			\$	\$ 466.03	\$	\$	\$	\$	\$	\$	\$	\$	\$	
	3101	17.777	65	3,263.01	4,270.04				252,451.24		90,000.00	342,451.24	41,000.00	383,451.24	
	3102							5,564.59				5,564.59		5,564.59	
	3103	24.171	482	4,809.34	7,409.72	47,742.92	4,159.11	350,992.65	24,884.38		52,022.77	427,899.80	84,822.00	512,721.80	
	3105	18.186	33	16.50	21,106.56	350,687.17		16,594.55	433,740.07			433,740.07		433,740.07	
	3175							8,337.70				8,337.70		8,337.70	
County Total		60.134	580	\$ 8,088.85	\$ 33,252.35	\$ 214,742.33	\$ 398,430.09	\$ 34,655.95	\$ 1,051,086.25	\$ 24,884.38	\$ 142,022.77	\$ 1,217,993.40	\$ 125,822.00	\$ 1,343,815.40	
Hamilton	3200			\$ 518.49	\$	\$ 1,769.38	\$ 32,466.43	\$ 34,566.93	\$	\$	\$ 34,566.93	\$	\$ 34,566.93		
	3201	32.868	751	13,091.15	23,596.05	81,876.48	1,352.86	651,783.02	467,009.17	154,611.19		1,283,403.38	54,990.85	1,338,394.23	
	3202	7.712	27		674.94	12,209.90	140,149.45	94,563.15	57,796.20			152,359.35		152,359.35	
	3203	6.532	585	586.09	1,186.11			156,945.18	42,680.92			199,626.10	40,705.00	240,331.10	
	3204	7.579	274	1,104.62	4,051.90			109,223.46	77,887.16			186,910.62	30,354.00	217,264.62	
	3205	13.653		3,373.40	7,553.66	5,042.69		240,096.38				240,096.38		240,096.38	
	3206	14.868	162	1,072.17	6,606.35	114,972.75	24,014.63	321,282.81				321,282.81	13,403.00	334,685.81	
	3207					561.79		8,076.78				8,076.78		8,076.78	
	3208						25,786.42	25,786.42				25,786.42		25,786.42	
County Total		83.212	1,799	\$ 19,745.92	\$ 43,669.01	\$ 590,747.40	\$ 216,432.99	\$ 231,284.78	\$ 1,642,324.13	\$ 645,173.45	\$ 154,611.19	\$ 2,452,108.77	\$ 139,452.85	\$ 2,591,561.62	
Lafayette	3300			\$ 239.76	\$ 22.84	\$	\$	\$	\$	\$	\$	\$	\$	\$	
	3301	31.055	1,900	6,268.44	38,784.02			1,244.01	583,319.08	85,169.64	205,000.00	873,488.72	76,397.00	949,885.72	
	3303	8.722	258	1,737.90	2,864.42		657.95	149,071.70	38,642.00			187,713.70		187,713.70	
	3304	22.467	1,005	2,871.34	13,076.10	223,794.96		913,591.51			52,492.94	966,084.45	37,898.00	1,003,982.45	
	3305	9.116	333	4,562.38	3,384.57	28,901.84		218,851.62				218,851.62		218,851.62	

	3306 3375	1 964	586.47			2,950.45	1,731.02	26,470.03 4,681.47			26,470.03 4,681.47		26,470.03 4,681.47	
County Total...		73.324	3,496	\$ 16,266.29	\$ 58,131.95	\$ 255,944.61	\$ 256,305.20	\$ 2,975.03	\$ 1,895,985.41	\$ 123,811.64	\$ 257,492.94	\$ 2,277,289.99	\$ 114,295.00	\$ 2,391,584.99
Levy.....	3400			\$ 583.18			\$ 3,643.12	\$ 7,649.07	\$ 26,962.62			\$ 26,962.62		\$ 26,962.62
	3401	39.399	152	27,260.26	22,435.78			4,752.55	577,150.41	11,591.57	496,634.88	1,085,376.86	155,837.00	1,241,213.86
	3402							1,081.70	1,081.70			1,081.70		1,081.70
	3403							7,814.02	7,814.02			7,814.02		7,814.02
	3404	19.186		6,326.07	5,360.85		538.92		600,832.91			600,832.91	138,079.38	738,912.29
	3405	36.621	1,130	12,836.60	22,673.00		77,566.27	61,640.58	1,137,661.64	621,351.44		1,759,013.08	423,917.18	2,182,930.26
	3406	2,694		133.23	255.45				23,314.88			23,314.88	47,448.85	70,763.73
	3407	39.727	2,573	6,775.96	11,112.56				1,046,948.73		312,500.00	1,359,448.73	203,885.00	1,563,333.73
	3409	8.920	92	1,662.30	3,089.07				102,449.72	184,034.00		346,483.72	86,272.00	432,755.72
	3410	11.700	32	3,670.47	7,552.11		63.15	2,298.80	64,106.28	150,637.00		214,743.28	76,628.33	291,371.61
	3411	19.471	26	2,412.96	1,857.88							214,743.28	76,628.33	291,371.61
	3412								2,556.46	40,064.83		51,621.29	260,521.40	260,521.40
County Total ...		177.718	4,005	\$ 61,661.03	\$ 74,336.70	\$ 924,629.44	\$ 81,811.46	\$ 85,237.32	\$ 3,650,879.37	\$ 1,016,678.84	\$ 809,134.88	\$ 5,476,693.09	\$ 1,389,274.26	\$ 6,865,967.35
Madison.....	3500			\$ 11,868.13	\$ 29.89			\$ 54.26			\$ 54.26		\$ 54.26	
	3501	36.415	1,746	16,525.62	79,568.55		4,900.89	174.93	1,069,664.81	263,824.23	237,997.46	1,571,486.50	122,426.76	1,693,913.26
	3502	7.732		2,057.84	20,287.88		149,509.68	3,415.83	101,116.98	56,241.45		157,358.43		157,358.43
	3503	5.792	153	4,983.77	9,944.04				139,075.02	124,665.00		263,740.02		263,740.02
	3504	12.379		2,797.88	14,469.96				207,497.13		75,269.65	282,766.78	38,927.33	321,694.11
	3505	19.596	698	7,951.05	7,461.35				438,741.29		76,429.70	515,170.99	25,100.00	540,270.99
	3506	31.005	603	11,854.12	7,295.36		83,525.26	12,347.46	690,159.13	40,292.10	2,500.00	732,951.23	235,956.40	968,907.63
	3507							7,026.12	7,026.12			7,026.12		7,026.12
	3575						207.71	14,159.45	14,367.16			14,367.16		14,367.16
	County Total ...		112.919	3,200	\$ 58,038.41	\$ 139,057.03	\$ 860,278.10	\$ 238,143.54	\$ 37,123.79	\$ 2,667,701.90	\$ 485,022.78	\$ 392,196.81	\$ 3,544,921.49	\$ 422,410.49	$ 3,967,331.98
Nassau.....	7400			\$ 4,326.21	\$ 408.55		\$ 34,157.62	\$ 5,622.42	\$ 149,125.72			\$ 149,125.72		\$ 149,125.72
	7401	2.173	411	5,751.46	1,061.06		629.81		87,346.10	165,894.59		253,240.69		253,240.69
	7402	13.661	1,046	34,100.96	60,812.71		209,613.43	49,175.75	928,189.85	450,220.07		1,378,409.92	93,737.00	1,472,146.92
	7403	22.366	603	18,053.60	17,528.13		55,209.68	131,271.74	878,090.14	183,423.68		1,061,513.82	18,227.00	1,079,740.82
	7404	30.560	1,132	10,833.97	10,457.59			13,141.70	922,614.13	831,721.27		1,754,335.40	46,640.00	1,800,975.40
	7405	4.354					2,596.16	83,064.60	56,482.76	29,178.00		85,660.76		85,660.76
	7406	13.090	483	14,932.29	15,934.85		214,596.66	385,388.10	717,779.87		717,779.87	601,839.55	1,319,619.42	1,319,619.42
	7407	5.105	377	769.57	4.92		44,730.56	265,027.11	317,114.28		317,114.28	15,208.00	332,322.28	332,322.28
	7408	.392		129.77	167.12				9,686.25		9,686.25		9,686.25	9,686.25
	7411			3.15			7,413.59	1,580.84	17,994.54	110,842.12		128,836.66		128,836.66
County Total ...		91.701	4,052	\$ 88,900.98	\$ 106,374.93	\$ 1,080,306.46	\$ 568,947.51	\$ 934,272.26	\$ 4,084,423.64	\$ 1,771,279.73		\$ 5,855,703.37	\$ 775,651.55	\$ 6,631,354.92
Suwanee.....	3700			\$ 1,415.17	\$ 6,396.29				\$ 9,620.17			\$ 9,620.17		\$ 9,620.17
	3701	27.021		7,970.09	40,057.05		933.74	77.11	835,863.12	3,295.34	8,000.00	847,158.46	72,182.42	919,340.88
	3703	8.645		1,076.86	3,451.74			10.67	24,475.91	4,477.20	142,500.00	171,453.11	11,694.00	183,147.11
	3704	32.319	113	7,588.24	7,298.67				52,044.68	5,786.03	580,937.51	638,768.22	83,682.01	722,450.23
	3706	17.967	726	5,875.12	20,554.00		108,002.15	104.25	443,458.53		36,000.00	479,458.53	21,536.66	500,995.19
	3707	5.922		1,175.49	3,205.77			6,207.64	94,927.12	19,354.51		114,281.63	25,717.00	139,998.63
	3708	10.699		1,381.28	1,977.87				194,935.40			194,935.40		194,935.40
	3710						175.15		3,871.48			3,871.48		3,871.48
	3775						1,247.71	343,937.37	345,185.08			345,185.08		345,185.08
	County Total...		102.573	839	\$ 26,482.25	\$ 82,941.39	\$ 633,167.76	\$ 110,358.75	\$ 350,337.04	\$ 2,004,381.49	\$ 32,913.08	\$ 767,437.51	\$ 2,804,732.08	\$ 214,812.09	$ 3,019,544.17

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948

SECOND DIVISION (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							1947	1948	Total to Date by Source of Funds					
									State	Federal	County	Total		
Taylor	3800			\$	\$ 87.23	\$	\$	\$ 15,513.35	\$ 27,652.96	\$	\$	\$ 27,652.96		\$ 27,652.96
	3801	27.445	641	12,500.83	15,834.39		1,867.23	170.61	543,208.59	666,138.24		1,209,346.83	293,040.00	1,502,386.83
	3802	17.371	508	10,263.97	21,135.29				534,211.03	111,769.48	99,386.28	745,366.79		745,366.79
	3803	14.974	441	3,275.14	6,919.46			257.35	208,447.73			208,447.73	124,151.71	332,599.44
	3804	14.618	1,051	4,076.45	3,485.52				367,605.12	30,143.39		397,748.51	179,886.00	577,634.51
	3805	19.532	449	12,816.75	7,135.72		46,524.83	6,377.60	226,870.32			226,870.32	199,256.70	426,127.02
	3806	2.942	46	553.39	275.02				28,909.90			28,909.90	22,512.00	51,421.90
	3807	11.911	476	5,080.84	11,789.65			9,237.25	220,327.55			220,327.55		220,327.55
	3809	17.586	697	3,178.92	3,626.89		134,765.46	45,632.79	46,111.14			46,111.14		46,111.14
	3810							13,786.35	152,683.61			152,683.61	50,932.64	203,616.25
County Total...		126.379	4,309	\$ 51,746.29	\$ 70,289.17	\$ 454,171.55	\$ 192,394.77	\$ 81,738.05	\$ 2,356,027.95	\$ 808,051.11	\$ 99,386.28	\$ 3,263,465.34	\$ 869,779.05	\$ 4,133,244.39
Union	3900			\$	\$	\$	\$	\$	\$ 2,554.62	\$	\$	\$ 2,554.62	\$	\$ 2,554.62
	3901	14.069	1,601	5,260.54	11,167.45				291,388.11		171,000.00	462,388.11	26,504.00	488,892.11
	3902	22.587	306	6,286.96	10,396.42				132,210.14	25,816.56		158,026.70	301,009.53	459,036.23
	3903						11,442.48	893.21	13,405.37			13,405.37		13,405.37
	3904	2.652	775	361.80	2,873.67				80,834.87	73,513.23		154,348.10	7,122.61	161,470.71
	3905	13.960	212	8,148.20	8,999.02				349.95			349.95	224,700.00	225,049.95
	3906	4.066		381.27	3,942.39		42,160.09	583.51	84,431.51			84,431.51		84,431.51
	3907						6,115.98	164,631.50	129,565.03	41,182.45		170,747.48		170,747.48
County Total...		57.334	2,894	\$ 20,438.77	\$ 37,378.95	\$ 312,317.65	\$ 59,718.55	\$ 166,108.22	\$ 734,739.60	\$ 140,512.24	\$ 171,000.00	\$ 1,046,251.84	\$ 559,336.14	\$ 1,605,587.98
Division Totals		1,800.427	62,281	\$ 942,915.04	\$ 1,470,750.41	\$ 11,830,732.31	\$ 5,344,045.95	\$ 5,727,431.58	\$ 46,273,904.30	\$ 14,014,704.39	\$ 5,347,060.22	\$ 65,635,668.91	\$ 16,129,807.94	\$ 81,765,476.85

SCENES OF FLOOD AND FLOOD DAMAGE WHICH HELPED TO SWELL MAINTENANCE COSTS IN 1948 TO AN ALL-TIME HIGH OF \$8,300,000.

Top right: Suwannee River cuts new course across US 19 between Fannin Springs and Oldtown, April 22, 1948.

Center: Overflow of Suwannee at Ellaville on US 90, April 7, 1948.

Lower Left: US 27—Tallahassee and Havana—showing overflow between Ochlockonee River bridge and relief bridge west, April 3, 1948.

Lower right: Blowout at relief bridge (and Bailey bridge in place) just north of Lauraville Suspension Bridge.



STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948

THIRD DIVISION

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet	1947	1948	Total to Date	State Expenditures							Value of Construction by Other Agencies
							Total to Date by Source of Funds				Total			
							1947	1948	State	Federal	County	Total		Total by State and Other Agencies
Hay	4600			\$	\$ 834.21	\$	\$	\$	\$ 98,082.16	\$	\$	\$ 98,082.16	\$	\$ 98,082.16
	4601	16.860	2,017	11,891.86	21,240.47	433,592.05	34,017.00	960,376.48	207,334.35			1,167,710.83	32,111.52	1,199,822.35
	4602	18.980	7,898	73,327.91	40,742.76	57,760.74	4,818.20	1,084,609.79	281,838.03	1,623,329.67		2,989,777.49	275,608.46	3,265,385.95
	4603	18.412	132	3,241.36	5,764.45	2,177.50	4,699.04	617,026.83				617,026.83	61,911.88	678,938.71
	4604	34.838	1,511	15,561.06	20,571.74			791,269.83		377,248.53		1,168,518.36	225,289.47	1,393,807.83
	4605	2.419	34	441.85	1,778.42			51,471.65	19,751.76			71,223.41	5,577.00	76,800.41
	4606	20.418	2,856	13,597.38	11,199.51	2,041.74	15,995.24	886,746.95		8,000.00		894,746.95	148,186.37	1,042,933.32
	4607					1,652.02	5,086.11	12,273.47				12,273.47		12,273.47
	4608	14.150	572	12,211.59	12,366.48			377,695.61	25,344.00			403,039.61	68,402.00	471,441.61
	4609	14.408	1,335	9,635.62	23,585.10	41,840.53	54,850.11	729,431.91				729,431.91	130,790.02	860,221.93
	4610					10.68	4.15	12.94	1.89			14.83		14.83
	4611					4,141.41	73,111.03	77,252.44				77,252.44		77,252.44
	4612							464.88	11,116.64			11,581.52		11,581.52
	4613					6,523.46	72,410.42	78,933.88				78,933.88		78,933.88
	4614					4,728.29	4,735.09	9,463.38				9,463.38		9,463.38
County Total		140.485	16,355	\$ 139,908.63	\$ 138,083.14	\$ 1,746,184.72	\$ 554,411.42	\$ 269,726.39	\$ 5,775,112.20	\$ 545,386.67	\$ 2,008,578.20	\$ 8,329,077.07	\$ 947,876.72	\$ 9,276,953.79
Calhoun	4700			\$	\$ 34.52	\$	\$	\$	\$	\$	\$	\$	\$	\$
	4701	24.630	9,889	3,738.08	16,493.84	40,993.50	33,904.37	744,950.15	44,895.84	1,018.40		790,864.39	710,823.65	1,501,688.04
	4702	35.130	1,284	8,672.43	26,810.76	194,410.76	6,157.49	835,807.44	84,914.00			920,721.44	79,661.00	1,000,382.44
	4703	4.086	226		2,438.98	96,190.07	3,217.56	128,874.24				128,874.24		128,874.24
	4704	15.573	549	4,980.40	13,272.83	12,296.68	141,972.84	216,400.12	60,254.10			276,654.22		276,654.22
	4705							143.56	5,570.22			5,713.78		5,713.78
	4775						121,557.53	121,557.53				121,557.53		121,557.53
County Total		79.419	11,948	\$ 18,333.81	\$ 59,050.93	\$ 610,719.67	\$ 343,891.01	\$ 306,809.79	\$ 2,047,733.04	\$ 195,634.16	\$ 1,018.40	\$ 2,244,385.60	\$ 790,484.65	\$ 3,034,870.25
Eccambia	4800			\$	\$	\$	\$ 19,929.61	\$ 2,277.42	\$ 54,714.25	\$ 24,562.64	\$	\$ 79,276.89	\$	\$ 79,276.89
	4801	16.474	2,548	16,729.24	22,217.04	162,324.29	188,121.24	372,483.58	844,992.37	61,817.80		1,279,293.75	123,636.00	1,402,929.84
	4802	26.918	2,482	34,403.23	20,307.54	174,100.52	287.71	591,747.53	763,357.51	230,982.04		1,586,087.08	408,266.75	1,994,353.83
	4803	2.415		125.10	757.74								35,022.06	
	4804	22.930		13,258.59	11,505.59		5,669.48	146,444.31	260,993.52	186,948.04		594,385.87	312,082.00	906,467.87
	4805				38.49	151,675.51	523,898.62	681,963.20				681,963.20		681,963.20
	4806	20.607	630	6,631.61	7,730.64			61,047.17	47,000.00			108,047.17	658,075.00	767,022.17
	4807	8.378	41	7,009.28	3,866.87			59,012.30	5,046.70	30,490.70		94,549.70	41,299.11	135,848.81
	4808	6.569	450	9,120.51	7,550.98			348,536.81	469,873.33			818,410.14	94,594.58	913,004.72
	4809					6,475.67	94,926.80	67,804.29	33,598.18			101,402.47		101,402.47
	4810	3.292	15,562	11,022.78	36,706.51	258,543.97	158,304.64	423,346.59				423,346.59	7,728.39	431,074.98
	4811	10.055	186	2,817.64	4,094.88			61,801.00				61,801.00	68,298.00	130,099.00
	4812	5.363	3,210	2,688.14	10,730.10		8,316.29	259,346.98	355,727.23			615,068.21		615,068.21
	4813	22.525	124	5,083.83	4,121.43			88,071.71				88,071.71	222,523.00	310,594.71
	4814	15.196	1,880	4,361.41	4,443.75		63,654.32	8,025.48	386,903.36	7,880.76		394,784.12	69,106.00	463,890.12

	4816							327.19	242.81		570.00	570.00		
	4817	2 225	22	2 49	322.72			20,373.01		20,373.01	25,735.00	46,108.01		
	4818							496.57	727.93		1,224.50	1,224.50		
	4819							12,804.89	163,771.79		176,576.68	176,576.68		
	4820	3 303	34	115.61	886.23			5,394.95	172,347.61		177,742.56	177,742.56		
	4821						5,308.00	127,816.37	104,478.10	28,646.27	133,124.37	133,124.37		
	4822								1,647.36	29,665.79	31,313.15	31,313.15		
	4824								5,254.17	143,269.88	148,524.05	148,524.05		
	4875						13,601.67	8,665.03	4,936.64		4,936.64	4,936.64		
County Total		166,250	27,169	\$ 113,339.46	\$ 135,286.51	\$1,556,560.54	\$ 855,613.56	\$1,108,979.02	\$ 3,759,829.96	\$ 3,351,704.32	\$ 510,238.58	\$ 7,621,772.86	\$ 2,066,365.98	\$ 9,688,138.84
	4900			\$	\$	\$	\$ 3,710.50		\$	\$	\$	\$	\$	\$
	4901	37,069	16,152	57,735.80	87,547.99		117,030.74	73,894.88	2,411,591.21	556,836.28	146,768.65	3,115,196.14	94,591.46	3,209,787.60
	4902	11,566		4.34	17.30		139,715.03	11,711.03	151,426.06			151,426.06		151,426.06
	4903	5,538	912	796.38	2,553.25				137,656.73		10,000.00	147,656.73		147,656.73
	4904	23,464	5,890	25,297.12	14,216.59		7.62		1,065,177.82	119,955.95		1,185,133.77		1,185,133.77
	4905	3,712		41.31					84,945.90			84,945.90		84,945.90
	4906	16,766	996	87.64			315,312.55	244,322.51	507,887.16	161,438.94		669,326.10		669,326.10
	4908	1,094		27.12	1,133.26				5,837.99	579,811.78		585,649.77		585,649.77
	4910	2,614		758.72	7,636.00				55,451.66			55,451.66		55,451.66
County Total		101,793	23,950	\$ 84,748.43	\$ 113,104.39	\$1,280,813.39	\$ 568,355.44	\$ 329,928.42	\$ 4,419,974.53	\$ 1,418,042.95	\$ 156,768.65	\$ 5,994,786.13	\$ 94,591.46	\$ 6,089,377.59
	5000			\$	\$	\$	\$	\$ 2,226.53	\$ 2,226.53	\$	\$	\$ 2,226.53	\$	\$ 2,226.53
	5001	20,744	238	20,633.54	17,980.58		324,587.16	36,439.56	779,446.11	198,629.43	145,000.00	1,123,075.54	124,291.14	1,247,366.68
	5002	15,867	2,721	17,684.25	36,093.67		162,063.72	45,136.58	953,764.03	28,965.00	108,210.00	1,090,939.03	81,933.28	1,172,872.31
	5003	13,453	968	618.60	633.11		24,179.63	547,858.08	606,560.73	220,389.27		916,950.00	19,941.16	936,891.16
	5004	7,534		1,894.00	1,326.07		67,071.00	55,830.93	145,769.07			145,769.07	70,455.90	216,224.97
	5005	12,860	300	5,196.60	11,359.85				98,673.80	73,497.51		172,171.31	53,059.91	225,231.22
	5006	8,226	227	2,644.33	13,487.67				83,770.23			83,770.23	83,115.00	166,885.23
	5007	10,663	150	451.90	3,146.52				83,988.68	33,112.69		117,101.37	56,286.00	173,387.37
	5008	15,365	316	1,801.08	5,996.77				184,512.09			184,512.09	15,731.99	200,244.08
	5009	7,691	318	850.56	15,830.25		110,870.47	23,705.78	137,925.11	53,359.27		191,284.38		191,284.38
	5010	1,612	860	1.80				570.90	72,854.85			72,854.85		72,854.85
	5011			929.86	1,264.76		4,446.94	9,133.77	100,863.97			100,863.97		100,863.97
	5012							1,028.98	1,028.98			1,028.98		1,028.98
	5013	8,375			1,109.41		85,993.53	27,711.88	118,242.75			118,242.75		118,242.75
	5014	8,486	44		415.71		59,263.93	82,402.29	144,116.54			144,116.54		144,116.54
	5015			30.07				3,060.91	3,060.91			3,060.91		3,060.91
	5016						630.12		4,254.08			4,254.08		4,254.08
	5017						8,563.35	8,563.35				8,563.35		8,563.35
County Total		130,876	6,142	\$ 52,736.59	\$ 109,244.37	\$ 724,395.14	\$ 839,106.50	\$ 847,662.55	\$ 3,619,621.81	\$ 607,953.17	\$ 253,210.00	\$ 4,480,784.98	\$ 504,814.38	\$ 4,985,599.36
	5100			\$ 39.83	\$ 1,799.80	\$	\$	\$	\$ 7,472.21	\$	\$	\$ 7,472.21	\$	\$ 7,472.21
	5101	24,237	760	36,716.88	28,672.07		3,033.65	428.60	906,003.20	78,518.37		984,521.57	37,810.00	1,022,331.57
	5102	30,439	745	24,543.11	14,820.79		117,752.57	6,036.57	1,095,766.49	15,458.96		1,111,225.45	51,924.00	1,163,149.45
	5103	12,173	226	844.26	1,069.65		3,498.52		202,278.94	97,081.77		299,360.71	68,030.00	367,390.71
	5104	.044	231		1.85		128,456.36	284,877.07	384,185.72	38,519.91		422,705.63		422,705.63
	5108	430		48	111.23				10,160.96			10,160.96		10,160.96
	5175							17,602.13	17,602.13			17,602.13		17,602.13
County Total		67,323	1,962	\$ 62,144.56	\$ 46,475.39	\$ 950,000.78	\$ 252,741.10	\$ 308,944.37	\$ 2,623,469.65	\$ 229,579.01	\$	\$ 2,853,048.66	\$ 157,764.00	\$ 3,010,812.66

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES

AS OF DECEMBER 31, 1948

THIRD DIVISION (Continued)

COUNTY	Section Number	Maintained length		MAINTENANCE COST			CONSTRUCTION COST							Value of Construction by Other Agencies	Total by State and Other Agencies
		Total Miles	Bridge Feet	1947	1948	Total to Date	State Expenditures								
							Total to Date by Source of Funds								
							1947	1948	State	Federal	County	Total			
Holmes	5200			\$ 138.14	\$	\$	\$ 36,319.07	\$ 938.58	\$ 43,853.93	\$	\$	\$ 43,853.93	\$	\$ 43,853.93	
	5201	24.218	2,986	27,998.22	33,451.48		1,668.46	78,303.84	593,978.46	92,461.14	39,999.49	726,439.09	19,881.00	746,320.09	
	5203	17.684	323	7,769.98	12,479.21		1,733.93	14,535.12	238,634.67	35,943.46	92,197.40	366,775.53		366,775.53	
	5204	21.439	574	3,790.13	5,226.80				392,469.14	4,485.87	80,250.00	477,205.01	27,940.00	505,145.01	
	5205	29.910	982	6,618.59	6,072.91		100,232.00	4,531.22	518,926.30			518,926.30		518,926.30	
	5206	773		288.20	93.89				10,391.38			10,391.38		10,391.38	
	5207	2.247	91	1,491.61	5,028.28				19,066.43			19,066.43		19,066.43	
	5208	13.770	1,209	4,825.41	1,796.14				259,393.62			259,393.62		259,393.62	
	5209	8.458	55	1,839.83	815.59			2,136.55	132,691.28			132,691.28		132,691.28	
5211	3.458		17.77	1,022.72				82,103.76			82,103.76		82,103.76		
County Total		121.957	6,220	\$ 54,777.88	\$ 65,987.02	\$ 897,829.73	\$ 139,953.46	\$ 100,445.31	\$ 2,291,508.97	\$ 132,890.47	\$ 212,446.89	\$ 2,636,846.33	\$ 47,821.00	\$ 2,684,667.33	
Jackson	5300			\$ 1,802.37	\$ 17.60	\$	\$ 59,294.84	\$ 8,905.48	\$ 103,373.91	\$	\$	\$ 103,373.91	\$	\$ 103,373.91	
	5301	14.000	53	5,348.70	11,079.61				254,964.81	223,729.76	3,688.38	482,382.95	115,918.55	598,301.50	
	5302	23.815	6,259	22,750.66	64,414.31		343,860.17	51,327.56	1,609,691.64	771,533.28	60,001.00	2,441,225.92	69,103.72	2,510,329.64	
	5303	20.473	154	4,704.88	10,602.06		91.74	9,140.66	380,047.06	8,979.18		389,026.24		389,026.24	
	5304	10.284	690	4,358.80	6,988.59				103,989.92			103,989.92	46,367.00	150,356.92	
	5305	18.440	206	10,555.33	11,631.76				276,879.23			276,879.23	18,426.00	295,305.23	
	5306	12.715	400	3,414.74	3,398.35				233,603.12			233,603.12	10,103.00	243,706.12	
	5307	7.791	227	1,298.36	10,298.71		87,333.96	289,187.61	530,260.96	38,939.31		569,200.27		569,200.27	
	5308	13.381	116	4,159.41	3,702.63				127,515.72	68,535.00		196,050.72	53,040.00	249,090.72	
	5309	22.141		3,096.71	25,817.00		10,010.69	2,189.84	112,028.46	52,705.80		164,734.26	170,577.48	335,311.74	
	5310	9.631		893.60	12,168.83				27,772.51	149,783.58	647.90	178,203.99		178,203.99	
	5311	10.470	153	709.34	16,710.20				120,343.99			120,343.99	24,180.83	144,524.82	
	5312	21.156	1,123	4,155.58	9,812.78		4,693.71	3,579.96	284,727.29			284,727.29	84,134.52	368,861.81	
	5313	16.371		986.53	15,405.67			11.48	201,515.51			201,515.51		201,515.51	
	5314								61.45	2,382.27		2,443.72		2,443.72	
	5315								47.70	1,828.51		1,876.21		1,876.21	
	5316								47.70	1,828.52		1,876.22		1,876.22	
	5317	.301		34	79.60				10,558.44			10,558.44		10,558.44	
	5318	3.525			1,733.25		67,209.79		75,530.36			75,530.36		75,530.36	
	5320				90.31		17,263.71		17,263.71			17,263.71		17,263.71	
	County Total		204.494	9,381	\$ 68,235.35	\$ 203,951.26	\$ 1,512,886.00	\$ 589,758.61	\$ 364,342.59	\$ 4,470,223.49	\$ 1,320,245.21	\$ 64,337.28	\$ 5,854,805.98	\$ 591,851.10	\$ 6,446,657.08
Jefferson	5400			\$	\$ 534.81	\$	\$	\$ 4,769.23	\$ 8,212.13	\$	\$	\$ 8,212.13	\$	\$ 8,212.13	
	5401	16.852	418	16,468.44	17,672.24		43,262.29	75,959.44	627,691.25	85,122.77	100,000.00	812,814.02	99,085.15	911,899.17	
	5402	17.016	801	3,779.83	6,032.96				275,182.73	373,116.96	100,000.00	748,299.69	26,446.00	774,745.69	
	5403	18.072	443	10,218.65	11,856.83		296.27	469.58	366,520.68		120,417.84	486,938.52	67,967.27	554,905.79	
	5404	6.001	81	3,264.40	3,348.42				78,640.69		42,525.00	121,165.69		121,165.69	
	5405	10.255	579	2,321.23	1,433.48				190,264.64			190,264.64	29,242.00	219,506.64	

	5406	11 995	339	5,525.96	4,345.28		169.22		101,008.08		61,254.10	162,262.18	30,478.00	192,740.18
	5407	14.614	393	4,892.85	9,904.84		130,490.42	5,085.51	156,666.77	60,932.12	99,636.78	317,235.67	18,674.00	335,909.67
	5408	8.067	77	107.66	533.85		95,317.24		149,326.54			149,326.54		149,326.54
	5409	1.171			208.59		57.04		24,207.20			24,207.20		24,207.20
	5410						3,473.22	7,389.60	10,862.82			10,862.82		10,862.82
County Total...		104.043	3,131	\$ 46,579.02	\$ 55,871.30	\$ 644,964.83	\$ 273,065.70	\$ 93,673.36	\$ 1,988,583.53	\$ 519,171.85	\$ 523,833.72	\$ 3,031,589.10	\$ 271,892.42	\$ 3,303,481.52
	5500			\$ 68.10	\$ 670.01	\$	\$ 9,251.63	\$	\$ 40,571.11	\$	\$	\$ 40,571.11	\$	\$ 40,571.11
	5501	9.789	137	9,483.58	22,978.13		100,674.19	46,224.87	436,014.32		86,603.80	522,618.12		522,618.12
	5502	18.685	247	37,411.68	24,004.66		113,033.09	210,614.79	896,978.45	75,986.49	140,000.00	1,112,964.94	3,637.63	1,116,602.57
	5503								51,337.67			51,337.67		51,337.67
	5504	12.146		8,599.50	6,652.46		36.03	196,291.05	287,697.80		330,640.78	618,338.58	56,969.29	675,307.87
	5505	18.292	32	10,012.99	23,700.81		2,307.51	8,838.16	126,134.18	199,227.87	249,455.04	574,847.09	21,170.65	596,017.74
	5506	8.453	972	2,479.86	7,841.28		150,127.45	20,900.45	331,602.99	382,837.33		714,440.32	15,796.57	730,236.89
	5507	21.213	677	7,397.05	22,052.18		40,350.05	3,605.41	321,161.03	28,779.02	94,152.48	440,092.53	96,343.04	540,435.57
	5508	13.528	614	12,119.30	9,571.75		3,000.56		352,654.77	6,850.00	161,901.64	521,406.41	80,565.84	601,972.25
	5509	4.255	111	2,670.80	2,413.83		97.37		50,037.67			50,037.67	46,783.25	96,820.92
	5510	2.349			1,039.06		3,876.98	177,851.58	185,060.56			185,060.56		185,060.56
Leon	5510	2.430		507.46	41.71			89,827.34	57,172.81			89,827.34	32,685.35	122,512.69
	5512	7.156	40	1,160.86	1,678.94			32,031.97	104,607.33			32,031.97	21,387.87	53,419.84
	5513						56,039.21		104,607.33			104,607.33		104,607.33
	5514	2.498	32	109.52	937.88			11,610.86	3,776.32			15,387.18	523.20	15,910.38
	5515	11.491	153	476.96	742.04			10,255.46				10,255.46	75,920.00	86,175.46
	5516	4.692	24	1,847.86	3,296.10		8,554.79	80,062.51	148,710.30			148,710.30	30,304.64	179,014.94
	5517						2,566.79	44,652.31	40,936.71	6,282.39		47,219.10		47,219.10
	5518			36,736.87	17,538.96		22,644.51	9,237.49	174,225.47			174,225.47		174,225.47
	5519	.910	25	1.02				1,481.50				1,481.50	11,519.46	13,000.96
	5520						84,297.70	25,732.89	110,030.68			110,030.68		110,030.68
	5521				106.20		144.97	22,072.64	22,217.61			22,217.61		22,217.61
	5522							17,447.06	17,447.06			17,447.06		17,447.06
	5575							10,810.59	10,810.59			10,810.59		10,810.59
County Total...		137.887	3,064	\$ 131,083.41	\$ 145,266.00	\$ 1,146,445.20	\$ 585,402.66	\$ 931,514.61	\$ 3,853,443.43	\$ 703,739.42	\$ 1,062,783.74	\$ 5,619,966.59	\$ 493,606.79	\$ 6,113,573.38
	5600			\$	\$ 130.35	\$	\$	\$	\$	\$	\$	\$	\$	\$
	5601	21.202	1,340	10,039.38	17,559.02				496,807.01	57,460.97	6,500.00	560,767.98	127,128.00	687,895.98
	5602	18.699	766	9,147.63	15,845.32		8,288.50	81,177.04	311,027.19	6,201.27	42,000.00	359,228.46	68,351.00	427,579.46
Liberty	5604	25.883	1,153	6,656.34	13,919.12		77,907.04	21,799.11	510,456.55	287,732.44		798,188.99	18,915.00	817,103.99
	5605	.417		.47	165.88				4,528.27			4,528.27		4,528.27
	5606	11.597	54	719.02	784.95			7,759.11	24,794.16			24,794.16	8,955.00	33,749.16
County Total...		77.798	3,313	\$ 26,562.94	\$ 48,404.64	\$ 368,266.18	\$ 86,195.54	\$ 110,735.26	\$ 1,347,613.18	\$ 351,394.68	\$ 48,500.00	\$ 1,747,507.86	\$ 223,349.00	\$ 1,970,856.86
	5700			\$ 602.93	\$ 1,100.51	\$	\$ 23.46	\$ 1,956.35	\$ 63,862.72	\$	\$	\$ 63,862.72	\$	\$ 63,862.72
	5701	25.098	3,387	12,288.17	17,227.81		2,965.38	918.16	705,980.02	70,250.31	9,989.40	786,219.73	108,506.26	894,725.99
	5702	.828		2,192.66			2,816.01		25,522.94			25,522.94		25,522.94
	5703	19.119	1,197	29,005.75	69,582.64		29,317.84	3,415.20	373,724.79	225,193.42	82,242.33	681,160.54		681,160.54
	5704	22.451	5,122	16,241.87	34,679.88		9,862.06	105.39	569,845.38	180,035.08	122,105.48	872,885.94	81,434.00	954,319.94
	5705	18.768	3,151	5,682.35	7,886.09		200.13	15,851.03	267,371.76	26,387.37	83,093.90	376,853.03	66,788.00	443,641.03
	5706	21.395	329	9,465.11	10,413.71				113,998.40			121,158.40	130,999.60	252,158.00
Okaloosa	5707	19.001	214	4,140.50	3,539.21		1,617.67	626.34	63,594.73	37,316.40	98,951.51	199,862.64	112,506.24	312,368.88
	5708	8.124	776	2,987.50	2,903.53		77,354.14		246,384.76	2,556.61		248,941.37		248,941.37
	5709	12.036	251	828.43	8,532.65		80.04		35,531.90	31,423.83		66,955.73	53,816.12	120,771.85
	5710	4.184	152	3,576.86	1,703.55		6,839.46	80,336.38	197,043.76	6,851.59		203,895.35		203,895.35
	5711						5,513.34	106,452.14	111,965.48			111,965.48		111,965.48
	5712						1,568.31		1,568.31			1,568.31		1,568.31
	5714						9,735.55	315.66	10,051.21			10,051.21		10,051.21
County Total...		151.604	14,579	\$ 84,819.47	\$ 159,762.24	\$ 1,664,247.48	\$ 147,680.39	\$ 209,705.87	\$ 2,786,446.16	\$ 580,914.61	\$ 403,542.62	\$ 3,770,903.39	\$ 554,050.22	\$ 4,324,953.61

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948
THIRD DIVISION (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet	1947	1948	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							Total to Date by Source of Funds							
							1947	1948	State	Federal	County	Total		
Santa Rosa	5800			\$ 441.06	\$ 1,032.37	\$	\$ 7,052.00	\$ 7,004.62	\$ 128,154.28	\$ 2,412.02	\$	\$ 130,566.30	\$	\$ 130,566.30
	5801	28.108	5,786	18,665.29	54,702.45		6,557.18	107,387.45	1,213,497.90	816,733.04	114,546.27	2,144,777.21	32,376.22	2,177,153.43
	5802	1.649			17.50		1,184.73		25,120.96			25,120.96		25,120.96
	5803	24.129	162	30,213.13	9,414.36		9,368.40	19,103.00	340,764.12	44,387.54	95,000.00	480,151.66	8,705.20	488,856.86
	5804	20.414	5,005	1,416.30	3,441.77				471,041.74	224,841.28		695,883.02	78,236.80	774,119.82
	5805	27.685	745	11,217.44	11,426.51		28,627.79	2,400.15	269,745.35	151,523.57		421,268.92	203,675.01	624,943.93
	5806	21.815		9,153.82	3,239.97			5,928.38	76,361.06			76,361.06	203,450.00	279,811.06
	5807	13.675		3,595.59	3,974.02		7,029.80	36,359.34	158,342.92	2,249.26		160,592.18		160,592.18
	5808	29.104	3,667	7,271.58	12,845.30				537,246.09	118,065.93		655,312.02		655,312.02
	5809	19.545	1,520	1,041.36	3,814.97		27,652.82	121,507.63	154,438.97	130,316.33		284,755.30	176,896.00	461,651.30
	5810								9,325.87	145,803.43		155,129.30		155,129.30
	5811								380.41	19,370.25		19,750.66		19,750.66
	5812			217.18			1,499.00		5,174.75			5,174.75		5,174.75
	5813						2,341.38	60,977.57	63,318.95			63,318.95		63,318.95
5814	.500					29,199.61	670.83	32,995.42			32,995.42		32,995.42	
County Total		186.624	16,885	\$ 83,232.75	\$ 103,874.22	\$ 1,140,748.10	\$ 120,512.71	\$ 361,338.97	\$ 3,485,908.79	\$ 1,655,702.65	\$ 209,546.27	\$ 5,351,157.71	\$ 703,339.23	\$ 6,054,496.94
Wakulla	5900			\$	\$	\$	\$	\$	\$ 12,753.67	\$	\$	\$ 12,753.67	\$	\$ 12,753.67
	5901	27.105	771	11,169.74	3,119.16		64,516.52	50,102.59	809,483.74	72,476.00	9,700.00	891,659.74	177,573.58	1,069,233.32
	5902						3,896.88	83,255.13	75,556.64	11,595.37		87,152.01		87,152.01
	5903	11.550	356	3,717.51	12,449.71		6,847.34		350,180.61			350,180.61	50,775.27	400,955.88
	5904	5.951		481.39	1,053.70		1,700.15	26.30	109,650.09	81,247.55		190,897.64		190,897.64
	5905	.566		.63	6.50			7,892.47	38,218.86			38,218.86		38,218.86
	5906	2.727	392	829.51	380.66				60,041.95			60,041.95		60,041.95
	5909	8.467		5,478.51	562.01		209.76		132,805.35	37,558.81		170,364.16	71,752.65	242,116.81
	5911	2.273	28	699.10					40,416.47	28,129.51		68,545.98		68,545.98
	5912	7.877	34	694.53					89,393.37			89,393.37		89,393.37
	5975							6,618.30	6,618.30			6,618.30		6,618.30
County Total		66.516	1,581	\$ 23,070.92	\$ 17,571.74	\$ 364,036.96	\$ 76,751.13	\$ 147,894.79	\$ 1,725,119.05	\$ 231,007.24	\$ 9,700.00	\$ 1,965,826.29	\$ 300,101.50	\$ 2,265,927.79
Walton	6000			\$ 1,392.23	\$ 1,947.71	\$	\$	\$	\$ 5,183.28	\$	\$	\$ 5,183.28	\$	\$ 5,183.28
	6001	22.068		7,433.94	4,046.53		4,404.90	68,226.66	288,186.03			288,186.03	94,721.70	382,907.75
	6002	26.664	235	15,557.70	21,467.03		23,556.32	47,330.30	223,815.16	448,599.53	175,562.89	847,977.58		847,977.58
	6003	31.997	9,335	27,946.19	43,489.26		21,455.87		1,070,060.46			1,284,334.53		1,284,334.53
	6004	12.010	5,978	76,917.68	23,874.93		33,371.80	33,059.20	468,260.03	24,418.79		492,678.82	442,846.37	935,525.19
	6005	16.408	75	3,944.91	5,668.37		130.14	16,976.91	61,477.77	16,624.86	116,776.64	194,879.27	32,275.11	227,154.38
	6006	21.575	531	3,788.39	4,226.17		61,974.43	3,286.72	197,719.40		199,924.00	397,643.40		397,643.40
	6007	19.138	383	6,252.23	26,459.24				128,894.16		164,526.14	293,420.30	15,025.74	308,446.04
	6008	4.200	306	1,331.97	1,506.53				43,973.47			91,346.69		91,346.69
	6009	6.891	138	139.30	1,058.45				31,463.26	49,760.16		81,223.42	37,659.58	118,883.00
	6010	18.022	756	9,359.09	7,931.85				450,222.37			450,222.37	43,656.00	493,878.37

	6011	6 331		1 63	80 28		28,593.59	53,599.39	113,401.21			113,401.21		113,401.21
	6012	6 940		360 05	572.77			6,583.24	123,392.45			123,392.45		123,392.45
	6013	7.140	161		5,468.84		55,213.54		76,124.20			76,124.20		76,124.20
	6014						26,717.76		58,890.48			58,890.48		58,890.48
	6015			8.57	57.49		2,488.97		2,556.36			2,556.36		2,556.36
	6016						3,686.43	78,628.91	82,315.34			82,315.34		82,315.34
	6017							7,449.30				7,449.30		7,449.30
County Total		199,384	17,898	\$ 154,433.88	\$ 147,855.45	\$1,698,125.29	\$ 261,593.75	\$ 307,691.33	\$ 3,433,384.75	\$ 539,403.34	\$ 918,436.96	\$ 4,891,225.05	\$ 666,184.50	\$ 5,557,409.55
	6100			\$ 35.78	\$	\$	\$ 78,461.22	\$ 33,298.23	\$ 113,207.54	\$	\$	\$ 113,207.54	\$	\$ 113,207.54
	6101	14.626	4,423	28,841.55	28,345.90		5,539.46	9,540.36	760,606.49	204,692.34	27,782.47	993,081.30	14,279.69	1,007,360.99
	6103	2.681		983.31	456.45				65,870.66			65,870.66		65,870.66
	6104	27.792	1,425	8,568.14	17,628.17				612,280.82	79,765.31		692,046.13	14,562.00	706,608.13
	6105	7.156	93	1,765.07	374.94				83,576.17			83,576.17		83,576.17
	6106	14.211	683	2,774.39	3,362.05				191,378.86			191,378.86		191,378.86
	6107			743.06	150.59				2,463.44			2,463.44		2,463.44
	6108	29.847	743	16,160.28	30,811.24		4,321.48	7,379.32	364,677.20			364,677.20	84,258.41	448,935.61
	6109	10.875	62		4,996.00		104,681.90	8,823.43	153,728.34			153,728.34		153,728.34
	6110						3,717.60	105,946.70	109,664.30			109,664.30		109,664.30
	6111						519.52	3,826.17	4,345.69			4,345.69		4,345.69
County Total		107,188	7,429	\$ 59,871.58	\$ 86,125.34	\$ 636,263.68	\$ 197,241.18	\$ 168,814.21	\$ 2,461,799.51	\$ 284,457.65	\$ 27,782.47	\$ 2,774,039.63	\$ 113,100.10	\$ 2,887,139.73
Division Totals		2,043.641	171,007	\$1,203,878.68	\$1,635,913.94	\$16,942,487.60	\$5,892,310.16	\$5,968,266.84	\$ 50,089,772.05	\$12,667,227.40	\$ 6,410,723.78	\$69,167,723.23	\$ 8,527,193.05	\$77,694,916.28

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948

FOURTH DIVISION

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							Total to Date by Source of Funds							
							1947	1948	State	Federal	County	Total		
Broward	8600			\$ 8,245.31	\$	\$	\$ 70,493.22	\$ 187,349.46	\$ 273,820.49	\$ 54,774.14	\$	\$ 328,594.63	\$	\$ 328,594.63
	8601	10.330	388	12,292.08	18,937.64		110.52	98,365.28	413,044.00	459,193.08		872,237.08	112,238.45	984,475.53
	8602	15.286	600	12,903.63	14,805.10		209,059.42	726,916.92	1,387,534.79	596,749.72		1,984,284.51	31,568.91	2,015,853.42
	8603	7.217	152	10,664.77	11,889.95		187,308.21		292,895.05			292,895.05	142,006.12	434,901.17
	8604	1.602	105	13,167.79	10,347.82		7.12	20.97	148.57			148.57	98,965.73	99,114.30
	8605	16.386	669	13,224.53	34,226.66		163,217.20	4,227.57	205,803.77			205,803.77	414,677.43	620,481.20
	8606	27.627	175	6,285.60	9,745.27				556,886.01	450,651.93		1,007,537.94		1,007,537.94
	8607						10,416.26	261,661.40	272,077.66			272,077.66		272,077.66
	8608	19.806	192	20,412.43	43,542.05		9.07	12,934.13	461,531.47	151,342.77		612,874.24	33,806.00	646,680.24
	8609						251.00	41.73	292.73			292.73		292.73
	8610	24.657	526	12,831.34	25,981.50		3,032.28		209,743.30	25,125.49		234,868.79	859,163.55	1,093,032.34
	8612	7.085		612.04	1,661.10		42.00		56,005.75	2,089.23		58,094.98	158,749.45	216,844.43
	8613	6.573	32	5,542.43	1,869.87			3,294.93	129,946.74	15,411.32		145,358.06	136,956.82	282,314.88
	8614			1,882.92	102.48				19,489.52			19,489.52		19,489.52
	8615								4,207.33	156,990.49		161,197.82		161,197.82
	8616								9,574.28	24,883.25		34,457.53		34,457.53
	8619	3.508		3.93	12.53		14,047.98		14,072.55			14,072.55	37,479.00	51,551.55
8620	1.431	147	6,409.88	6,340.01		1,747.74	211,873.85	214,785.17			214,785.17	41,810.09	256,595.26	
8675						1,983.40	153.97	2,137.37			2,137.37		2,137.37	
County Total		141.508	2,986	\$ 124,478.68	\$ 179,461.98	\$ 1,187,619.75	\$ 661,725.42	\$ 1,506,840.21	\$ 4,523,996.55	\$ 1,937,211.42	\$	\$ 6,461,207.97	\$ 2,066,421.55	\$ 8,527,629.52
Collier	0300			\$	\$	\$	\$	\$	\$ 1,002.75	\$ 2,627.10	\$	\$ 3,629.85	\$	\$ 3,629.85
	0301	44.324	4,566	14,158.69	16,794.59		87.17	7,161.71	1,651,104.84	73,119.40		1,724,224.24		1,724,224.24
	0302				151.47		19,003.60	267,042.22	214,714.44	78,350.25		293,064.69		293,064.69
	0304	32.291	2,430	27,011.05	37,124.03		10,683.09		1,690,199.86			1,690,199.86		1,690,199.86
	0305						3,157.55	586.53	3,751.92			3,751.92		3,751.92
	0306	11.515	1,926	2,568.62	20,911.78				41,163.09		38,251.40	79,414.49	268,092.30	347,506.79
	0307	3.988	261	4,046.14	4,834.45		67,723.14	2,794.38	123,824.06			123,824.06	57,009.00	180,833.06
	0308	44.884	1,452	4,979.24	9,590.28				891,427.00	117,056.75		1,008,483.75	860,797.00	1,869,280.75
	0310	4.173		4.67					4,648.32			4,648.32	77,882.00	82,530.32
County Total		141.175	10,635	\$ 52,768.41	\$ 89,406.60	\$ 1,129,017.53	\$ 79,288.37	\$ 277,584.84	\$ 4,621,836.28	\$ 271,153.50	\$ 38,251.40	\$ 4,931,241.18	\$ 1,263,780.30	\$ 6,195,021.48
	8700			\$ 68.67	\$	\$	\$ 715.46	\$ 422,702.71	\$ 415,947.36	\$ 152,578.69	\$	\$ 568,526.05	\$	\$ 568,526.05
	8701	14.051		2,547.37	3,925.28				479,736.62	158,106.77		637,843.39	274,463.00	912,306.39
	8702	19.984	306	20,176.30	6,091.83		214,872.53		482,556.91	608,396.71		1,090,953.62	465,748.00	1,556,701.62

	8703	25,564	938	15,120.40	16,825.78		150,377.55	39,968.48	1,028,084.52	1,161,841.51		2,189,926.03	709,861.00	2,899,787.03
	8704						4,794.57	24.16	4,818.73			4,818.73		4,818.73
	8705	1,175		73.31	10.85				48,033.00	24,310.64		72,343.64		72,343.64
	8706	18,055	4,297	68,116.90	139,865.41		11,447.88	1,181,806.59	1,242,167.72			1,242,167.72	1,388,760.00	2,630,927.72
	8707						285.53		285.53			285.53		285.53
	8708	4,145	3,227	26,759.93	29,836.56		312,567.80	340,224.73	662,264.48	9,759.43		672,023.91	382,403.00	1,054,426.91
	8709	19,684	36	4,196.48	13,297.20		20,863.37		311,979.09	247,992.34		559,971.43	390,443.06	950,414.49
Dade	8711	25,690	1,837	30,404.17	6,718.53				2,519,811.26		77,576.90	2,597,388.16		2,597,388.16
	8712	18,116	320	1,833.71	7,353.64				870,758.61	1,576.00	51,461.41	924,096.02	640,978.00	1,565,074.02
	8713	2,941	274	3.30	49.53				304,490.63		10,979.95	315,470.58		315,470.58
	8714	11,400	239	13,329.81	23,116.23		306.63	69,285.51	81,079.97			81,079.97	319,149.00	400,228.97
	8715	20,118	31	3,063.81	2,568.93		139.58	28,429.58	103,951.09			103,951.09	172,497.00	276,448.09
	8716	11,552	103	755.61	14,500.91								140,737.00	140,737.00
	8717	2,027	768		4,868.21		214,363.67	156,377.60	911,761.27	9,696.84		921,458.11		921,458.11
	8718								5,300.96	121,925.43		127,226.39		127,226.39
	8720			700.84	7.89		830.68	100.42	10,201.39			10,201.39		10,201.39
	8722								1,140.20	80,587.09		81,727.29		81,727.29
	8724	6,276	195		627.07		729,387.80	1,012,729.12	1,303,946.19	453,557.37		1,757,503.56		1,757,503.56
County Total		200,778	12,571	\$ 187,150.61	\$ 269,663.94	\$2,049,150.32	\$1,669,953.05	\$3,251,648.90	\$10,788,315.53	\$ 3,030,628.82	\$ 140,018.26	\$13,958,962.61	\$ 4,885,039.06	\$18,844,001.67
	8800			\$	\$	\$			\$ 352.07	\$ 4,974.18	\$	\$ 5,326.25	\$	\$ 5,326.25
	8801	22,309	582	17,569.50	27,281.66		234,226.36	48,571.81	1,071,896.80	412,104.99	134,083.84	1,618,085.63	165,762.00	1,783,847.63
Indian River	8802						2,060.43	9,452.48	11,512.91			11,512.91		11,512.91
	8803	8,817	3,169	11,958.68	11,310.47		787.00	1,448.24	14,416.53			14,416.53	173,812.00	188,228.53
	8804	13,847	295	5,625.17	23,153.68		5,665.48	6,464.91	178,957.73			178,957.73	177,563.10	356,520.83
	8805	1,135	4,847	7,346.76	15,256.74								93,406.00	93,406.00
	8806	30,205	1,782	25,815.01	23,143.71				1,170,678.74	2,478.00		1,173,156.74	313,962.00	1,487,118.74
County Total		76,313	10,675	\$ 68,315.12	\$ 100,146.26	\$ 762,148.48	\$ 242,739.27	\$ 65,937.44	\$ 2,447,814.78	\$ 419,557.17	\$ 134,083.84	\$ 3,001,455.79	\$ 924,505.10	\$ 3,925,960.89
	8900				\$ 52.16		\$ 17,304.65	\$ 11,029.85	\$ 12,582.32	\$ 16,591.26	\$	\$ 29,173.58	\$	\$ 29,173.58
	8901	24,835	1,459	18,884.65	88,620.96		145,430.39	160,017.34	1,657,471.44	564,800.80	16,019.45	2,238,291.69		2,238,291.69
Martin	8903	26,689	587	19,404.73	121,968.61		28,929.66		44,284.15			44,284.15	380,046.00	424,330.15
	8905	12,290	841	14,978.90	40,175.14								301,953.00	301,953.00
	8906	31,624	1,179	14,274.47	37,255.10		6,335.26	310,673.39	588,072.04	254,786.92		842,858.96	252,532.00	1,095,390.96
	8907	17,355	491	13,372.50	29,042.23				115,974.24			115,974.24	208,436.00	324,410.24
	8909	5,918	2,035	3,997.15	5,527.66			1,180.19	1,180.19			1,180.19	194,958.00	196,138.19
	8910							8,486.14	8,486.14			8,486.14		8,486.14
County Total		118,711	6,592	\$ 84,912.40	\$ 322,641.86	\$1,364,521.25	\$ 197,999.96	\$ 482,900.77	\$ 2,428,050.52	\$ 836,178.98	\$ 16,019.45	\$ 3,280,248.95	\$ 1,337,925.00	\$ 4,618,173.95
	9000			\$ 39,206.92	\$ 440.00		\$ 26,919.72	\$ 121.50	\$ 24,598.29	\$	\$	\$ 24,598.29	\$	\$ 24,598.29
	9001	4,605	519	6,574.78	4,070.60				129,380.84	19,243.62		148,624.46	134,740.00	283,364.46
	9002	26,377	20,955	36,370.16	43,272.33				700,859.49	1,309,941.32		2,010,800.81	2,740,974.37	4,751,775.18
Monroe	9003	17,000	47,582	142.87	425.77		94,522.94	104,185.15	242,668.17			242,668.17	8,364,869.06	8,607,537.23
	9004	11,685		2,875.20	431.95				123,621.96	409,431.12		533,053.08	255,682.00	788,735.08
	9005	14,095	20,800	700.96	336.27								3,832,624.00	3,832,624.00
	9006	38,746	4,798	42,149.57	65,679.50				1,068,133.07	1,179,345.65		2,247,478.72	1,180,107.45	3,427,586.17
	9008	16,580		451.81	949.32								223,000.00	223,000.00
	9009								4,222.54	611,935.46		616,158.00		616,158.00
County Total		129,088	94,978	\$ 50,058.43	\$ 114,725.74	\$1,200,578.26	\$ 121,442.66	\$ 104,063.65	\$ 2,293,484.36	\$ 3,529,897.17	\$	\$ 5,823,381.53	\$16,731,996.88	\$22,555,378.41

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948

FOURTH DIVISION (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							1947	1948	Total to Date by Source of Funds					
									State	Federal	County	Total		
Okceehobee	9100			\$ 5.04		\$	\$	\$ 851.56	\$ 5,588.86			\$ 5,588.86		\$ 5,588.86
	9101	4.830	1,087	5,077.23	6,886.24		44,514.22	101,667.37	101,667.37			101,667.37	156,409.00	258,076.37
	9102	31.696	1,687	14,807.25	26,223.23		57,341.63	17,192.76	389,253.81	63,820.00	6,173.98	459,247.79	602,282.00	1,061,529.79
	9105	12.042	1,233	16,964.02	29,380.93		159,741.77	115,572.04	395,016.93			395,016.93	276,338.00	671,354.93
	9106	10.302	325	6,380.20	17,888.04			67,105.97	32,973.36			100,079.33	115,519.00	215,598.33
	9107	20.440	3,879	10,067.46	20,239.33			470,769.93	96,324.77			567,094.70	239,523.00	806,617.70
	9109	1.612	529	328.39	271.65		86,791.96	1,316.86	147,266.21	46,089.36		193,355.57		193,355.57
	9110	8.084	381				236,721.28	146,634.48	272,049.74	120,778.20		392,827.94		392,827.94
County Total...		89.006	9,121	\$ 53,629.59	\$ 100,889.42	\$1,020,708.00	\$ 585,110.86	\$ 281,567.70	\$ 1,848,718.82	\$ 359,985.69	\$ 6,173.98	\$ 2,214,878.49	\$ 1,390,071.00	\$ 3,604,949.49
Palm Beach	9300			\$	\$	\$	\$ 41,408.05	\$ 52,519.70	\$ 90,875.65	\$ 37,855.82		\$ 128,731.47		\$ 128,731.47
	9301	18.663	119	10,803.29	6,514.65		227,353.61	398,440.83	991,748.99	365,354.59	\$ 27,000.00	1,384,103.58	310,604.85	1,694,708.43
	9302	14.678	199	4,296.21	5,646.52		99,930.90	697,996.01	1,103,249.05	39,033.96		1,142,283.01	664,896.98	1,807,179.99
	9303						77,566.47	1,737.91	79,304.38			79,304.38		79,304.38
	9304	12.684	975	33,378.38	39,751.51		191,909.96	84,419.85	1,149,497.52			1,149,497.52		1,149,497.52
	9305	5.960	78	2,570.06	3,190.25		118,991.72	54,199.01	232,929.53			232,929.53	496,086.43	729,015.96
	9306	29.133	2,687	21,271.40	26,941.56		59,578.96	88,431.82	444,725.04		12,341.00	457,066.04	670,698.65	1,127,764.69
	9307							3,053.38	3,053.38			3,053.38		3,053.38
	9308	6.237	2,830	22,958.20	23,034.48		3,706.68	18,667.08	159,342.77			159,342.77	537,360.00	696,702.77
	9309	14.100	1,602	9,705.05	12,642.10			35,515.60	35,515.60			35,515.60	296,687.00	332,202.60
	9310	12.573	655	20,731.80	26,872.07		3,267.67	2,218.76	638,345.51	3,213.45		641,558.96	244,101.00	885,659.96
	9311	23.476	467	9,081.10	23,100.71		150,107.70	35,353.21	935,544.72	73,182.00		1,008,726.72	439,425.00	1,448,151.72
	9312	20.796	2,269	18,629.34	34,857.03			4,504.94	383,040.06	415,546.44		798,586.50	412,135.22	1,210,721.72
	9313	14.070	937	13,702.56	21,96.843		151,777.65	7,572.21	741,380.69	2,864.15	11,000.00	755,244.84	387,840.00	1,143,084.84
	9314	26.251	347	24,585.58	73,654.69				1,156,171.52	11,743.00		1,167,914.52	162,853.00	1,330,767.52
	9315						5,242.36	4,549.88	9,792.24			9,792.24		9,792.24
	9316	26.260	75	9,461.92	18,351.51				713,155.77	637,544.78		1,350,700.55	60,345.00	1,411,045.55
	9317	3.216	471	9,975.08	3,207.93		12,933.38	188.58	286,224.90			286,224.90	40,348.00	326,572.90
	9318	5.425	1,502	7,380.69	9,223.20		9,904.23	43,114.01	101,066.32			101,066.32	113,448.83	214,515.15
	9319	4.200		56.67				3.70	52,632.86			52,632.86		52,632.86
	9320	.600	121	3,246.18	10,158.72		3,397.95	13,823.77	27,871.72			27,871.72	15,526.95	43,398.67
	9321	24.249	169	4,109.90	8,099.17		180,412.66	3,542.70	1,061,647.43			1,061,647.43		1,061,647.43
	9322						52,865.21	207,005.31	259,870.52			259,870.52		259,870.52
	9323	2.290		1,371.56	1,158.34				40,268.73			40,268.73		40,268.73
	9324	6.926	85	895.07	46,247.69			120.67	120.67			120.67	90,275.00	90,395.67
	9325								2,007.22	35,895.83		37,903.05		37,903.05
	9326								11,931.05	11,931.05		11,931.05		11,931.05

	9327					151.25	468.36	9,935.26			9,935.26		9,935.26
	9329						1,097.71	1,097.71			1,097.71		1,097.71
	9375						4,468.88	4,468.88			4,468.88		4,468.88
County Total...	271,787	15,588	\$ 228,216.04	\$ 394,620.56	\$3,220,708.00	\$1,390,506.41	\$1,739,459.33	\$10,726,815.69	\$ 1,622,234.02	\$ 50,341.00	\$12,399,390.71	\$ 4,943,531.91	\$17,342,922.62
	9400		\$ 15.27	\$ 1,191.24			\$ 4,692.19	\$ 5,247.60	\$ 7,086.56		\$ 12,334.16		\$ 12,334.16
	9401	21,399	501	16,147.85	41,265.63	428,452.50	607,657.08	1,766,494.91	378,144.83	200,000.00	2,344,639.74	162,334.64	2,506,974.38
	9402						2,101.77	2,101.77			2,101.77		2,101.77
	9403	25,468	1,028	14,271.00	42,730.88	68.13	15,181.12	426,326.64		76,000.00	502,326.64	296,282.00	798,608.64
	9404	6,960	77	9,169.08	1,098.08			3,329.94			3,329.94	105,076.00	108,405.94
St. Lucie.....	9405	2,622	2,038	13,985.27	11,614.31	31,635.27	6,830.76	212,571.42	2,983.00		215,554.42	216,461.32	432,015.74
	9406	2,450	2,317	13,062.67	9,574.93	6,934.00	10,749.87	74,302.54			74,302.54	47,110.00	121,412.54
	9407	21,671	633	13,180.13	8,955.54	360,131.18	159,001.05	524,368.63	137,700.00		662,068.63	230,889.41	892,958.04
	9408						182.66	182.66			182.66		182.66
	9409			4,148.48	46.15		6,031.74	20,557.50			20,557.50		20,557.50
	9410	14,121		6,251.88	18,624.51							211,590.16	211,590.16
County Total...	94,691	6,594	\$ 90,231.63	\$ 135,101.27	\$ 985,044.23	\$ 827,211.08	\$ 812,428.24	\$ 3,035,483.61	\$ 525,914.39	\$ 276,000.00	\$ 3,837,398.00	\$ 1,269,743.53	\$ 5,107,141.53
Division Totals.	1,263,057	169,740	\$ 939,760.91	\$1,706,657.53	\$12,919,212.19	\$5,798,461.11	\$8,522,431.08	\$42,774,897.67	\$12,557,362.42	\$ 660,887.93	\$55,993,148.02	\$ 813,014.33	\$90,806,162.35

NOTE Figures in **bold face** indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948
FIFTH DIVISION

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures							Value of Construction by Other Agencies	Total by State and Other Agencies
							Total to Date by Source of Funds								
							1947	1948	State	Federal	County	Total			
Brevard	7000			\$	\$	\$	\$ 1,221.20	\$ 10,934.47	\$ 15,229.68	\$ 11,084.08	\$	\$ 26,313.76	\$	\$ 26,313.76	
	7001	17.261	1,386	12,461.75	28,226.17		25,546.48	15,879.33	723,545.30	373,005.80	88,627.02	1,185,178.12	55,368.00	1,240,546.12	
	7002	36.259	684	22,258.39	30,288.87		91,832.57	28,034.44	1,734,618.85	240,640.97	92,702.22	2,067,962.04	114,328.12	2,182,290.16	
	7003	17.548	116	7,380.28	7,518.85		22,219.13	257.61	282,038.78	404,947.37	91,281.12	778,267.27	100,990.00	879,257.27	
	7004						45,372.11	2,450.58	171,924.50			171,924.50		171,924.50	
	7005	18.578	3,684	6,796.83	21,436.85		349,384.29	26,270.75	1,516,396.57	2,990.00	120,000.00	1,639,386.57	226,615.68	1,866,002.25	
	7006	30.626		1,405.92	5,856.37		1,819.46	360.76	358,217.97			358,217.97	116,766.21	474,984.18	
	7008	4.364		423.82	1,101.46		3,150.33	316.16	28,819.84			28,819.84		28,819.84	
	7009	13.780		4,617.72	11,422.95		2,064.47	321.86	2,386.33			2,386.33	105,054.00	107,440.33	
	7010	16.564	3,477	30,783.07	72,319.46		54,251.95	383,901.63	987,680.77	498,566.08		1,486,246.85	266,621.00	1,752,867.85	
	7011	8.547	234	1,319.25	2,425.70		182,128.55		326,884.38	2,950.00		329,834.38	153,068.00	482,902.38	
	7012	2.840	8,057	4,760.14	28,384.92		2,492.35	12,464.04	143,736.29			143,736.29	160,017.07	303,753.36	
	7013	4.128	944	4,997.09	10,932.37		11,733.84	6,977.28	58,007.19			58,007.19	40,327.00	98,334.19	
	7014	30.569	899	9,771.54	11,925.78		6,586.02	468.61	407,562.32			407,562.32	236,701.00	644,263.32	
	7015	7.392	495	4,011.09	17,990.02			8,410.18	251,563.47			251,563.47	61,484.00	313,047.47	
	7016	17.990	2,118	16,806.44	20,123.17		25,476.54	682,992.18	905,836.33			905,836.33	247,687.17	1,153,523.50	
	7018	6.685	232	1,269.58	12,566.39				20,274.97	66,568.00		86,842.97	37,445.00	124,287.97	
	7020	.450		.50	11.92			15.95	9,540.95			9,540.95		9,540.95	
	7021			.74					1,626.64	29,725.70		31,352.34		31,352.34	
	7024								1,243.48	27,087.87		28,331.35		28,331.35	
	7025								981.32	21,160.45		22,141.77		22,141.77	
County Total		233.581	22,326	\$ 129,064.15	\$ 282,531.25	\$ 2,433,096.17	\$ 820,294.59	\$ 1,180,055.83	\$ 7,948,115.93	\$ 1,678,726.32	\$ 392,610.36	\$ 10,019,452.61	\$ 1,922,472.25	\$ 11,941,924.86	
Citrus	0201	30.057	752	\$ 30,197.70	\$ 9,548.43	\$	\$ 2,421.86	\$ 1,857.31	\$ 889,554.67	\$ 43,657.48	\$ 12,760.70	\$ 945,972.85	\$ 434,030.00	\$ 1,380,002.85	
	0202						267.64	3,473.92	8,609.29			8,609.29		8,609.29	
	0203	25.100	160	42,516.51	56,949.27		166.49	68,836.59	770,518.06	138,738.08		909,256.14	173,795.00	1,083,051.14	
	0204	6.706	299	4,032.47	1,437.94				116,767.67	167,378.32		284,145.99		284,145.99	
	0205	24.707	165	4,209.70	5,000.01			3,865.61	154,559.07	62,589.63		217,148.70	317,201.40	534,350.10	
	0206	4.031		1,922.53	694.41				170,376.57			170,376.57	54,197.00	224,573.57	
	0207	11.990		1,833.59	11,495.42								157,582.17	157,582.17	
	0209	6.256		98.07	16,158.61		36,751.39	27,055.08	63,806.47			63,806.47	119,588.51	183,394.98	
County Total		108.847	1,376	\$ 84,810.57	\$ 101,284.07	\$ 600,440.33	\$ 39,607.38	\$ 105,088.51	\$ 2,174,191.80	\$ 412,363.51	\$ 12,760.70	\$ 2,599,316.01	\$ 1,256,394.08	\$ 3,855,710.09	
Flagler	7300			\$ 5.88	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
	7301	23.679	620	9,839.69	21,528.39		346,055.50	63,796.02	1,112,008.53	387,978.26	34,474.89	1,534,461.68		1,534,461.68	
	7302	8.166	33		539.91		46,948.31	393,762.22	324,359.01	128,533.39		452,892.40		452,892.40	
	7303	18.969		5,496.84	28,796.32				32,432.16			32,432.16	33,622.00	66,054.16	
	7304	17.697	666	4,236.93	7,598.64				288,129.21	596,943.92		885,073.13	144,269.00	1,029,342.13	
	7305	15.489	831	3,374.11	4,963.06				697,545.47			697,545.47	103,488.00	801,033.47	
	7375							26,319.60	26,319.60			26,319.60		26,319.60	

County Total	84 000	2,150	\$ 22,953.45	\$ 63,426.32	\$ 635,184.63	\$ 393,003.81	\$ 483,877.84	\$ 2,480,793.98	\$ 1,113,455.57	\$ 34,474.89	\$ 3,628,724.44	\$ 281,379.00	\$ 3,910,103.44
1100			\$	\$	\$	\$	\$	\$ 13,036.03	\$ 77,149.00	\$	\$ 90,185.03	\$	\$ 90,185.03
1101	21.823	861	13,885.13	41,824.17		258,803.06	12,590.01	692,913.71	398,565.64	294,395.00	1,385,874.35	164,546.00	1,550,420.35
1102	29.665	225	10,415.94	13,220.64				503,186.74		448,563.25	951,749.99	8,563.00	960,312.99
1103	1.712		299.24	4.45								17,690.30	17,690.30
1104	14.093	43	17,931.91	15,171.04		187,771.08	642.80	537,332.11	288,012.97	223,784.83	1,049,129.01		1,049,129.91
1105	14.715	494	8,035.05	11,328.08			910.35	360,020.59		133,615.17	493,635.76		493,635.76
1106	16.288	7,842	12,987.84	27,136.69			946.25	649,274.81		649,274.81	953,095.81	303,821.00	953,095.81
1107	17.823	136	5,252.24	9,404.01		1,260.47	195.85	66,082.14		66,082.14	675,228.00		741,310.14
1109	34.575	299	8,947.53	15,804.08				55,339.92		55,339.92	917,900.00		973,239.92
Lake	1110	23.610	336	3,297.53	5,454.94			59,329.41		59,329.41	619,584.69		678,914.10
	1111	24.716	483	18,437.02	34,464.19		538.13	7,537.28		7,537.28	570,348.40		577,885.68
	1112	5.417	89	813.80	1,767.26		6,735.44	6,658.71		6,658.71	86,052.17		92,710.88
	1113	13.710		2,313.95	1,583.12			8,355.34	2,410.52	10,774.86	223,103.00		233,877.86
	1114	8.093	481	11,538.26	8,848.26			77,917.00		77,917.00	235,243.00		313,160.00
	1115	5.488		1,629.13	667.19						118,777.00		118,777.00
	1116	19.238	101	1,818.49	2,615.88						442,640.00		442,640.00
	1117	12.490	100	3,079.61	1,914.02			498,564.33		498,564.33	33,161.00		531,725.33
	1118	10.490		1,323.81	2,744.29			1,572.79		1,572.79	180,473.00		188,045.79
	1119						6,168.63	15,675.30		15,675.30			15,675.30
	1120	17.561	524	2,254.75	1,312.51		38,159.73	592,044.92	624,061.33	661,767.85	1,285,829.18		1,285,829.18
County Total	292.107	12,014	\$ 124,261.23	\$ 195,264.82	\$ 1,552,367.87	\$ 493,267.91	\$ 612,055.71	\$ 4,176,857.54	\$ 1,427,914.98	\$ 1,100,358.45	\$ 6,705,130.77	\$ 4,603,130.56	\$ 11,308,261.33
3600			\$	\$	\$	\$	\$	\$ 5,625.96	\$	\$	\$ 5,625.96	\$	\$ 5,625.96
3601	25.548		18,698.50	34,876.56		21,027.52	946.35	379,680.18	x 29,599.09	409,279.27	332,072.00		741,351.27
3602							8,770.83	8,770.83		8,770.83			8,770.83
3603	22.466	123	29,159.04	19,774.15		247,984.70	3,634.33	713,491.75	171,572.57	25,617.40	910,681.72	206,992.88	1,117,674.60
3604	16.580		7,097.03	5,593.43				230,905.35			230,905.35	245,973.00	476,878.35
3605	7.104		3,018.27	1,098.72			1,571.14	114,778.09			114,778.09	64,556.00	179,334.09
3606	11.928	117	2,592.94	3,757.21		93.07		255,990.76	69,420.00		325,410.76	65,442.00	390,852.76
3607	21.774		15,069.92	8,561.47			1,536.52	179,726.82			179,726.82	284,444.00	464,170.82
3608	31.934	273	12,864.77	18,525.55				94,204.80			693,322.00	787,526.80	787,526.80
3610	18.565	322	13,079.59	6,431.69				141,801.42	530,303.58		672,105.00	38,276.00	710,381.00
3611	19.360	16	3,227.01	4,069.98				12,290.71			311,799.00		324,089.71
3612						10,159.83		10,159.83			10,159.83		10,159.83
3613	24.510	227	5,735.55	12,335.86		429.62		35,653.35	4,459.23		40,112.58	384,014.62	424,127.20
3614	19.562	92	1,319.07	4,189.58		2,280.79		37,609.59			37,609.59	373,788.20	411,397.79
3615	16.685	164	4,486.95	8,044.36		201.77		176,021.08	3,203.03		179,224.11	233,550.00	412,774.11
3616	7.301		591.27	424.23								117,368.00	117,368.00
3617	13.928		1,027.87	795.62								212,024.00	212,024.00
3618	13.803		998.31	970.80								205,735.00	205,735.00
3619	20.556	234	3,050.30	39,342.32		54,952.66	244.71	57,226.66			57,226.66	335,893.00	393,119.66
3620	4.550	119	7,585.08	8,625.72				13,772.55	48,278.00		62,050.55	14,858.00	76,908.55
3621			36.10					24,325.26			24,325.26		24,325.26
County Total	296.154	1,687	\$ 129,637.57	\$ 177,417.25	\$ 1,702,867.03	\$ 336,684.58	\$ 16,703.88	\$ 2,492,034.99	\$ 827,236.41	\$ 55,216.49	\$ 3,374,487.89	\$ 4,120,107.70	\$ 7,494,595.59
7500			\$	\$	\$	\$	\$	\$ 4,941.30	\$ 35,584.05	\$	\$ 40,525.95	\$	\$ 40,525.95
7501	14.201	30	15,097.43	12,512.72		31,717.44		515,205.82	395,670.60	1,250.00	912,126.42		912,126.42
7502	23.159	175	8,865.43	89,335.12		309,744.24	2,051.07	1,287,890.60	634,517.98	7,834.02	1,930,242.60	33,244.00	1,963,486.60
7503	8.631	184	2,053.25	5,266.16		54,247.51	2,329.42	488,414.42	602,243.67		1,090,658.09	161,747.52	1,252,405.61
7504	19.170	73	2,522.00	1,885.33		8,066.32	616.83	154,401.92	7,436.27		161,838.19	615,573.73	777,411.92
7505	17.991		3,443.35	12,450.64		521,621.52	220,384.54	972,733.44	87,227.28		1,059,960.72	758,655.00	1,818,615.72
7506	29.049	1,789	5,399.29	4,821.67		382,416.98	846,499.27	973,167.73	852,031.19		1,825,198.92	1,201,708.00	3,026,906.92
7507	8.604		1,149.51	1,739.47								140,044.47	140,044.47
7508	18.819	70	2,659.33	2,068.18		30,264.92		114,894.23			114,894.23	465,813.00	580,707.23
7509	4.580		415.58	377.64				45,826.95			45,826.95	157,884.18	203,711.13

NOTE Figures in bold face indicate credits.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948
FIFTH DIVISION (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							1947	1948	Total to Date by Source of Funds					
									State	Federal	County	Total		
Orange (cont'd.)	7510	3.804		\$ 399.63	\$ 353.40	\$	\$ 4,485.34	\$ 2,021.52	\$ 5,980.11	\$ 1,801.50	\$	\$ 7,781.61	\$ 113,469.00	\$ 121,250.61
	7511	16.476	108	1,334.73	1,430.46							356,170.00	356,170.00	
	7512	2.416		334.66	563.41			14,077.70	15,729.04			15,729.04	39,084.00	54,813.04
	7513	1.243		99.32	35.70				576.81	33,967.11		34,543.92		34,543.92
	7514						2,419.78	27,374.38	29,794.16			29,794.16		29,794.16
	7515								294.75	10,260.55		10,555.30		10,555.30
	7516	14.135	470	1,945.81	3,132.88								228,786.38	228,786.38
	7517	2.364		198.02	2,387.25			5,108.88	5,108.88			5,108.88	37,283.73	42,392.61
	7518						5,835.13	108,064.17	113,899.30			113,899.30		113,899.30
	7519	.738		241.60	84.01		47,016.28		48,922.12			48,922.12		48,922.12
	7520	9.400	193		2,664.42								139,458.99	139,458.99
	7521				21.72									
County Total		194.780	3,092	\$ 46,758.94	\$ 140,423.38	\$ 902,843.91	\$ 1,397,835.46	\$ 1,228,527.87	\$ 4,777,781.58	\$ 2,660,740.80	\$ 9,084.02	\$ 7,447,606.40	\$ 4,448,922.00	\$ 11,896,528.40
Osceola	9200			\$ 4.80		\$	\$ 1,135.67	\$ 7,358.08	\$ 10,283.21	\$		\$ 10,283.21		\$ 10,283.21
	9201	14.678	1,089	5,938.19	8,256.12		9,541.48	527.09	853,305.55	406,891.39	15,783.38	1,275,980.32	172,976.13	1,448,956.45
	9202	2.714		132.06	2,862.17				29,567.00			29,567.00	37,139.00	66,706.00
	9203	38.141	795	16,799.24	16,143.36		2,226.79		618,380.51	566,092.03	275,000.00	1,459,472.54	397,497.57	1,856,970.11
	9204							77,298.94	77,298.94			77,298.94		77,298.94
	9205	7.397	215	676.00	1,178.59			224,421.94	224,421.94	96,336.11		320,758.05	127,782.00	448,540.05
	9206	38.100	950	22,559.82	14,627.11		187,776.77	17,696.01	990,449.50	40,388.25		1,030,837.75	548,672.00	1,579,509.75
	9207	22.364	3,259	6,571.13	6,151.66		164,712.37	205,793.22	653,151.59			653,151.59	375,170.00	1,028,321.59
	9208								1,499.28	31,394.94		32,894.22		32,894.22
	9209							80,505.52	80,505.52			80,505.52		80,505.52
County Total		123.394	6,308	\$ 52,681.24	\$ 49,219.01	\$ 543,726.44	\$ 365,393.08	\$ 389,178.86	\$ 3,538,863.04	\$ 1,141,102.72	\$ 290,783.38	\$ 4,970,749.14	\$ 1,659,236.70	\$ 6,629,985.84
Putnam	7600			\$	\$	\$	\$	\$	\$ 40,561.26	\$		\$ 40,561.26		\$ 40,561.26
	7601	30.691	3,240	21,728.74	53,307.80		134,901.97	372,281.27	1,427,472.96	373,695.84	143,543.42	1,944,712.22	920,114.46	2,864,826.68
	7603	13.443	599	9,290.26	20,701.01				561,882.15	95,473.40		657,355.55	83,319.36	740,674.91
	7604	6.185		1,446.87	1,332.42				33,658.42	202,871.16		236,529.58		236,529.58
	7605	26.383	262	7,834.64	26,018.91				17,866.86	404,892.36	481,250.00	904,009.22	104,505.00	1,008,514.22
	7606	7.540	117	6,495.09	5,859.67		973.18	14,465.51	54,549.82			54,549.82	89,922.00	144,471.82
	7607	7.810	57	1,619.22	2,431.54			10,749.46				10,749.46	50,735.00	61,484.46
	7608	.370		136.05	217.41								5,981.00	5,981.00
	7609	2.167			1,847.02		79,359.88	1,150.65	85,292.51			85,292.51		85,292.51
	7610								14,927.53			14,927.53		14,927.53
	7611	21.470	717	13,036.15	12,977.44				350,859.81		148,100.81	498,960.62	74,814.00	573,774.62
County Total		116.059	4,992	\$ 61,587.02	\$ 124,693.22	\$ 1,670,480.55	\$ 215,235.03	\$ 387,897.43	\$ 2,597,820.78	\$ 1,076,932.76	\$ 772,894.23	\$ 4,447,647.77	\$ 1,329,390.82	\$ 5,777,038.59
	7800			\$	\$	\$	\$ 952.34	\$	\$ 41,709.27	\$ 3,200.00	\$	\$ 44,909.27	\$	\$ 44,909.27
	7801	19.969	469	22,297.37	13,298.58		268,424.53	137,269.16	920,933.08	275,429.79		1,196,362.87	266,316.04	1,462,678.91

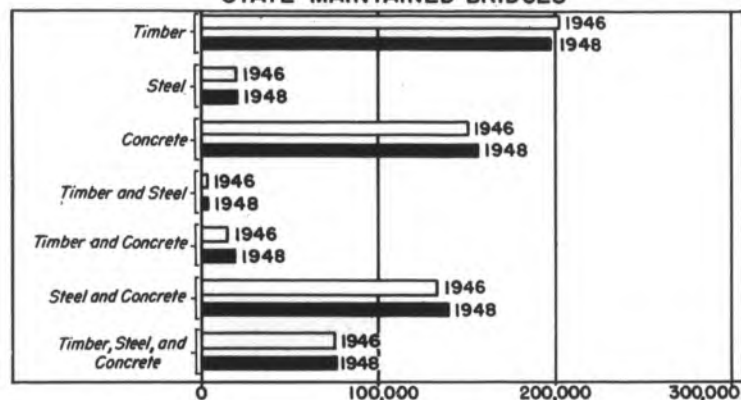
St. Johns.....	7802	16,031	127	13,624.32	33,087.24	84,042.09	31,002.09	625,223.97	241,068.81	866,292.78	208,650.92	1,074,943.70
	7803	25,698	3,479	10,197.47	24,856.10	286,313.78	497,814.33	1,508,910.77		1,508,910.77	175,700.72	1,684,611.49
	7804	17,649	3,308	56,595.21	84,592.57	48,461.00	34,530.11	606,850.73		606,850.73	429,882.25	1,036,732.98
	7805	17,950	1,011	15,290.65	17,324.48			63,391.65		63,391.65	508,402.15	571,793.80
	7806	22,550	12,021	18,815.39	22,539.48			390,723.16	144,973.43	535,696.59	601,284.95	1,136,981.54
	7807	39,670	4,444	19,693.70	40,328.22			946,143.95		946,143.95	555,740.00	1,501,883.95
	7809	14,510	2,116	11,141.28	10,706.99	2,688.36	14,181.49	36,874.95		36,874.95	135,627.70	172,502.65
	7810							668.02	739.53			1,407.55
	7811			595.36	3,406.79		5,218.68	17,318.15		17,318.15		17,318.15
	9902					3,887.57	1,860.20	13,013.53	5,695.13	18,708.66		18,708.66
County Total...	173,727	26,975		\$ 168,250.75	\$ 250,140.45	\$ 694,769.67	\$ 721,876.06	\$ 5,171,761.23	\$ 671,106.69	\$ 5,842,867.92	\$ 2,881,604.73	\$ 8,724,472.65
Seminole.....	7700			\$ 87.51	\$ 1,338.78	\$ 23,449.17	\$ 408.65	\$ 23,857.82		\$ 23,857.82		\$ 23,857.82
	7701	17,785	734	13,458.45	50,519.73	365,696.93	6,824.71	1,351,302.80	283,278.69	17,197.06	1,651,778.55	1,809,577.55
	7702	305		83.87	105.12	7,587.35	57.53	16,144.45	3,639.00		19,783.45	19,783.45
	7703	9,403	286	1,850.86	2,362.34			47,420.47	9,739.70		57,160.17	394,967.68
	7704	17,134	682	11,564.89	39,298.78	64,016.33	10,857.19	426,956.79			426,956.79	836,758.79
	7705	3,492	106	512.22	1,295.63	8,997.16	768.20	16,077.55			16,077.55	140,711.86
	7706	13,287	46	2,162.39	11,503.48	70,837.39	47,300.81	209,808.77			209,808.77	390,812.22
	7707	16,947	640	2,364.79	4,950.63	352,914.62	45,503.56	272,501.31	148,772.01		421,273.32	788,584.32
	7708	14,101		892.54	1,141.11	57.87	86,636.46	283,601.03			283,601.03	405,789.03
	7709					2,025.17	265.75	15,396.43			15,396.43	15,396.43
Sumter.....	7710							758.61	22,970.55		23,729.16	56,653.54
	7711							658.25	10,887.67		11,545.92	11,545.92
	7712	1,882	27	2.11				37,663.15			37,663.15	80,576.84
County Total...	94,336	2,521		\$ 32,979.63	\$ 112,515.60	\$ 790,121.44	\$ 895,581.99	\$ 198,622.86	\$ 2,702,147.43	\$ 479,287.62	\$ 3,198,632.11	\$ 1,776,383.34
Volusia.....	7900			\$ 70.22	\$ 1,528.89	\$ 215,747.11	\$ 219,819.71	\$ 219,819.71		\$ 219,819.71		\$ 219,819.71
	7901	32,927	1,435	56,921.03	16,652.72	554,838.88	455,997.19	1,525,061.77	421,975.53	345,537.50	2,292,574.80	421,938.97
	7903	12,800	340	3,368.41	3,811.07	899.19	25,563.61	422,069.33	435,674.80		857,744.13	1,165,604.30
	7904	15,198		7,442.01	8,919.87	65,127.60	81,838.63	667,820.30	139,012.07	10,000.00	816,832.37	965,716.37
	7905	25,873	175	12,614.85	13,056.86	137.46	3,090.45	1,033,957.51	153,088.88	135,005.25	1,322,051.64	5,913.00
	7906	20,797	443	12,747.64	19,961.02	538,650.22	40,199.75	1,203,966.73	1,045,541.31		2,249,508.04	707,985.83
	7907	31,195	444	21,233.84	12,983.88	3,856.95	1,559.04	99,807.75	145,948.96		245,756.71	835,094.67
	7908	16,834	1,947	2,075.56	5,216.85	394,570.71	1,064,896.39	1,645,628.58			1,645,628.58	630,233.36
	7909	14,987	92	5,590.44	11,079.38	504.27	9,794.22	9,794.22			9,794.22	345,270.00
	7910	6,436	64	4,825.59	1,487.37		58,199.02	149,142.45			207,341.47	91,368.00
Division Totals	7912	21,811	988	10,987.36	20,360.63	184,602.44	6,864.12	204,047.86			204,047.86	441,192.00
	7913	2,022	1,200	22,627.73	19,461.92	17,773.24	117.33	19,530.93			19,530.93	91,062.56
	7914	5,435	1,405	5,518.47	16,891.77	25,213.42		271,066.98			271,066.98	271,066.98
	7915	1,440	1,920	12,665.87	16,802.53			88.39			88.39	205,930.78
	9903					294,054.14	630,912.12	945,587.09	11,517.91		957,105.00	957,105.00
County Total...	207,755	10,543		\$ 178,618.80	\$ 166,756.08	\$ 2,019,241.61	\$ 2,081,262.12	\$ 2,527,290.01	\$ 8,326,446.17	\$ 2,501,901.91	\$ 490,542.75	\$ 11,318,890.83
Division Totals	2,030,657	95,971		\$1,057,894.96	\$1,718,538.84	\$15,692,020.53	\$7,943,141.62	\$8,177,878.33	\$48,092,225.73	\$14,285,735.47	\$ 3,175,922.13	\$65,553,883.33

NOTE Figures in bold face indicate credits.

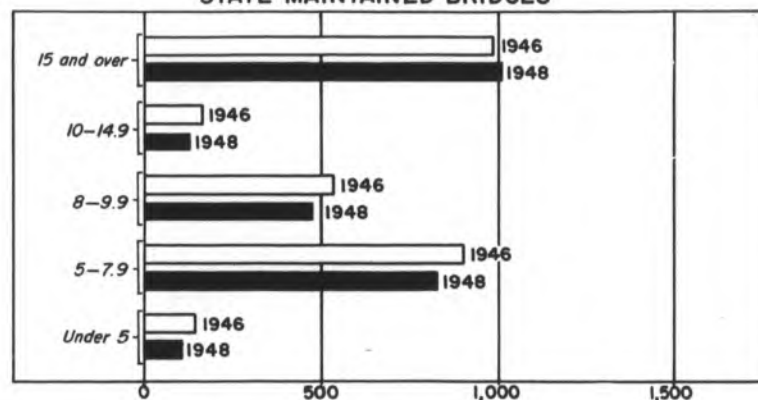
STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DIVISION SUMMARIES
AS OF DECEMBER 31, 1948
SUMMARY — ALL DIVISIONS

DIVISION	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1947	1948	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							1947	1948	Total to Date by Source of Funds					
									State	Federal			County	Total
Division One.....		1,811.812	104,709	\$1,295,695.30	\$1,820,909.77	\$12,406,761.59	\$8,161,434.31	\$4,948,672.49	\$49,312,075.52	\$13,245,582.00	\$ 455,721.89	\$63,013,379.41	\$39,617,178.85	\$102,630,558.26
Division Two.....		1,800.427	62,281	942,915.04	1,470,750.41	11,830,732.31	5,344,045.95	5,727,431.58	46,273,904.30	14,014,704.39	5,347,060.22	65,635,668.91	16,129,807.94	81,765,476.85
Division Three.....		2,043.641	171,007	1,203,878.68	1,635,913.94	16,942,487.60	5,892,310.16	5,968,266.84	50,089,772.05	12,667,227.40	6,410,723.78	69,167,723.23	8,527,193.05	77,694,916.28
Division Four.....		1,263.057	169,740	939,760.91	1,706,657.63	12,919,212.19	5,798,561.11	8,522,431.08	42,774,897.67	12,557,362.42	660,887.93	55,993,148.02	34,813,014.33	90,806,162.35
Division Five.....		2,030.657	95,971	1,057,894.96	1,718,538.84	15,692,020.53	7,943,141.62	8,177,878.33	48,092,225.73	14,285,735.47	3,175,922.13	65,553,883.33	30,278,534.36	95,832,417.69
State Totals.....		8,949.594	603,708	\$5,440,144.89	\$8,352,770.59	\$69,791,214.22	\$33,139,493.15	\$33,344,680.32	\$236,542,875.27	\$66,770,611.68	\$16,050,315.95	\$319,363,802.90	\$129,365,728.53	\$448,729,531.43

VARIOUS TYPE GROUPS OF CONSTRUCTION (in feet) OF STATE MAINTAINED BRIDGES



CARRYING CAPACITY (in tons) OF STATE MAINTAINED BRIDGES



STATEMENT SHOWING MAINTENANCE EXPENDITURE BY COUNTIES AND CLASSIFICATION FOR 1947

FIRST DIVISION

County	Maintained Length		Routine							Structure Operation	Surface Base and Subgrade	Periodic			Extraordinary	Total Cost 1947	Total Cost to Date
	Road Miles	Bridge Feet	Surface Base and Subgrade	Structures	Roadside	Traffic	General	Total	Structures			Roadside	General				
Charlotte	79.772	9,869	\$ 2,807.00	\$ 15,716.77	\$ 22,702.08	\$ 1,064.03	\$ 9,726.41	\$ 52,016.29	\$ 3,408.18								
De Soto	80.414	3,908	5,992.73	6,640.74	12,002.89	419.73	6,329.35	31,385.44							2,000.96	33,386.40	
Glades	80.607	4,625	12,014.05	6,364.65	19,919.76	131.16	11,108.51	49,538.13	1,202.36						5,533.06	56,273.55	
Hardee	63.614	2,310	2,920.21	4,108.67	13,611.82	171.15	5,067.71	25,879.56							2,125.13	28,004.69	
Hendry	84.489	2,353	9,699.96	8,035.91	38,568.21	538.77	10,739.08	67,581.93	1,202.86	38.49				9.71	1,838.45	70,671.44	
Hernando	79.415	1,152	14,279.42	3,345.43	58,709.86	1,391.44	17,317.74	95,043.89							515.52	95,559.41	
Highlands	90.261	5,508	7,196.90	6,862.52	28,876.91	538.98	10,971.36	54,446.67	675.00						2,988.02	58,109.69	
Hillsborough	224.217	27,537	11,611.27	6,655.13	81,276.35	9,019.04	28,410.15	136,971.94	14,647.20	79.41	16,495.02	59,140.52	18,845.28	1,548.07	247,727.44	1,503,851.35	
Lee	105.861	8,193	16,455.23	30,555.70	49,675.16	923.85	24,141.70	121,751.64	5,226.27	153.39	6,396.21	84.13	1,602.68	3,537.61	138,445.15	863,899.72	
Manatee	134.439	8,706	10,540.18	12,888.74	31,579.05	3,159.06	15,104.60	73,271.63	4,794.26			35,533.86		9,033.46	1,113.19	123,746.40	
Pasco	154.216	1,855	17,279.35	887.96	27,084.23	1,366.55	10,765.81	57,183.90							1,101.57	58,285.47	
Pinellas	134.618	10,835	7,725.14	6,090.81	32,633.60	4,276.82	13,503.74	64,230.11	5,837.82			7,820.37		1,972.10	2,410.33	82,270.73	
Polk	338.048	6,808	21,499.57	6,184.43	83,377.36	3,514.89	26,963.86	141,540.11		14.86				2,878.97	2,837.99	147,271.03	
Sarasota	128.727	11,015	2,964.97	19,660.65	19,537.48	2,985.79	11,928.49	57,077.38	7,735.56	1.02	24,725.21			5,584.86	622.13	95,746.16	
Div. Totals	1,784.698	104,674	\$142,985.98	\$133,798.11	\$ 519,554.76	\$ 29,501.26	\$202,078.51	\$1,027,918.62	\$ 44,729.51	\$ 19.61	\$ 86,494.55	\$ 67,045.02	\$ 40,768.33	\$ 28,758.88	\$1,295,695.30	\$ 10,585,851.82	

SECOND DIVISION

Alachua	254.169	3,647	\$ 15,729.09	\$ 1,657.34	\$ 51,372.56	\$ 9,293.23	\$ 22,389.04	\$ 100,441.26	\$ 58.58		\$ 58.58			\$ 117.85	\$ 1,243.07	\$ 101,860.76	\$ 1,228,160.96
Baker	46.464	1,195	3,896.31	192.28	14,362.98	89.78	7,331.52	25,872.87			16,646.46	2,728.03		6,304.76	5,079.08	56,631.20	378,421.20
Bradford	83.972	1,863	3,096.90	759.25	11,101.69	29.57	4,518.43	19,505.84							596.72	20,102.56	412,350.03
Clay	116.560	6,087	7,670.12	5,311.71	32,703.09	268.50	15,810.98	61,229.40	3,854.55	5,807.01				1,889.70	2,393.95	75,174.61	962,995.51
Columbia	126.101	1,910	4,725.74	2,390.48	18,270.65	1,359.77	9,443.14	36,179.78							8,259.83	44,439.61	636,124.58
Dixie	49.503	3,222	6,393.69	9,906.94	12,847.32	710.15	8,802.40	38,750.50							42.96	38,793.46	311,424.43
Duval	200.364	18,042	23,193.95	55,505.94	62,153.13	10,840.94	55,260.56	206,954.52	31,984.67			6,916.56		2,272.32	6,415.98	254,514.05	1,740,631.37
Gilchrist	60.025	580	428.69	217.72	5,165.93	178.03	1,979.33	7,969.70							119.15	8,088.85	181,489.98
Hamilton	75.343	1,772	1,621.51	125.54	13,293.51	139.43	4,645.66	19,546.79							199.13	19,745.92	547,078.39
Lafayette	72.662	3,496	393.93	277.76	12,823.59	973.22	3,588.61	16,110.67			117.41			38.21		16,266.29	197,812.66
Levy	176.960	4,005	8,242.96	1,245.95	34,216.93	4,584.49	13,347.12	61,637.45							23.58	61,661.03	850,292.74
Madison	112.297	3,282	10,939.50	1,063.26	28,295.17	1,721.52	12,965.38	54,984.83		5.87				1,824.28	1,223.43	58,038.41	721,221.07
Nassau	86.580	4,054	14,057.12	8,392.25	14,806.59	4,797.71	14,044.61	56,128.28							5,988.88	62,117.16	973,931.53
Suwannee	102.414	839	3,002.00	131.18	15,366.74	257.41	6,068.10	24,310.61	5,565.40			17,916.47		44.43	1,990.69	26,482.25	550,226.37
Taylor	110.771	3,612	6,094.40	1,025.00	22,245.01	1,671.48	8,747.31	39,693.20		5,426.52					77.55	51,746.29	383,882.38
Union	56.786	2,894	2,133.20	1,794.44	10,911.77	294.03	4,485.64	19,619.08					121.20	6,427.82	819.69	20,438.77	274,938.70
Div. Totals	1,730.971	60,500	\$111,559.11	\$ 90,077.04	\$ 359,936.66	\$ 33,934.14	\$193,427.83	\$ 788,934.78	\$ 41,404.62	\$ 27,944.44	\$ 27,814.99	\$ 121.20	\$ 24,908.25	\$ 31,786.76	\$ 942,915.04	\$ 10,359,981.90	

THIRD DIVISION

Bay	137.359	16,509	\$ 5,169.31	\$ 66,621.93	\$ 27,008.77	\$ 4,154.04	\$ 24,346.28	\$ 127,300.33	\$ 10,518.03						\$ 2,090.27	\$ 139,908.63	\$ 1,608,101.58
Calhoun	66.828	11,587	3,676.18	2,959.38	6,955.02	1,377.45	3,169.72	18,137.75	3.60						192.16	18,333.81	551,698.74
Escambia	161.106	27,169	8,979.93	17,979.76	57,487.19	3,051.70	18,616.00	106,114.58	5,438.96	125.23	931.59	8,016.25	2,854.45	10,141.60	113,339.46	1,421,274.03	
Franklin	69.104	23,609	2,488.81	19,240.86	16,706.50	1,956.69	15,412.32	55,805.18	3,963.00						25,050.14	84,748.43	1,617,708.91
Gadsden	107.197	5,902	16,995.45	283.72	25,227.32	922.25	8,706.91	52,035.65							700.94	52,736.59	1,105,150.77
Gulf	66.951	1,731	1,173.73	2,182.58	11,435.60	2,005.17	5,765.40	22,562.48	7,891.96	9,310.97				5,488.98	62,144.56	903,525.39	
Holmes	114.011	6,220	9,505.27	11,493.33	22,521.71	2,310.03	3,770.75	54,608.09	1,228.53						169.79	54,777.88	831,842.71
Jackson	202.717	9,381	16,380.12	5,477.92	26,916.20	2,474.67	12,051.29	63,300.20							3,706.62	68,235.35	1,508,294.74
Jefferson	102.279	3,131	6,642.63	4,535.29	25,546.18	1,578.56	8,261.56	46,564.22							11.80	46,576.02	589,093.53
Leon	134.209	3,181	16,627.31	2,649.63	85,411.69	3,247.69	23,046.74	130,983.06							100.35	131,083.41	1,001,179.20
Liberty	75.185	3,313	9,110.32	198.95	11,959.33	512.02	4,700.91	26,481.53							81.41	26,562.94	319,861.54
Oklaloosa	148.015	14,579	6,388.67	5,263.16	37,162.29	3,564.26	11,651.02	64,029.40	3,555.24	7,385.20		5,526.70	4,038.35	284.58	81,819.47	1,504,485.24	
Santa Rosa	168.974	16,679	5,747.83	4,893.53	34,322.78	2,461.33	10,842.80	58,268.27	1,658.89	18,739.75			4,485.17	80.67	83,232.75	1,036,873.88	
Wakulla	66.218	1,581	869.30	3,923.03	13,054.84	871.35	3,910.75	22,568.27							502.65	23,070.92	346,465.22
Walton	191.114	17,898	8,442.18	9,654.99	41,973.42	3,478.15	13,716.73	77,265.47	3,611.08	100.90		56,878.61	16,592.32		55.50	154,433.88	1,580,294.74
Washington	94.917	7,371	6,951.28	19,817.34	19,049.58	2,016.90	10,677.87	58,512.97							1,358.61	59,871.58	550,138.34
Div. Totals	1,906.184	169,841	\$124,988.32	\$177,174.40	\$ 462,738.42	\$ 35,982.26	\$183,654.05	\$ 984,537.45	\$ 37,969.29	\$ 35,662.05	\$ 931.59	\$ 82,116.47	\$ 33,025.66	\$ 29,736.17	\$1,203,878.68	\$ 15,306,573.66	

FOURTH DIVISION

Broward	140,963	2,883	\$ 13,967.07	\$ 17,616.98	\$ 15,593.51	\$ 3,744.63	\$ 21,324.87	\$ 72,247.06	\$ 20,912.90	\$ 10,146.30	\$	\$	\$ 8,953.12	\$ 12,219.30	\$ 124,478.68	\$ 1,008,157.77
Collier	139,161	10,635	2,913.00	15,737.51	17,254.19	5,147.34	10,414.37	51,466.41	1,230.99	27.20			7.77	38.04	52,768.41	1,039,610.93
Dade	192,164	11,794	27,484.02	38,333.87	18,621.31	6,018.24	33,705.33	124,162.97	28,916.98	17,399.44	77.46		4,993.26	11,600.50	187,150.61	1,779,486.38
Indian River	74,272	10,858	9,674.52	13,308.41	25,676.51	1,249.82	14,361.64	64,270.90	3,131.23					912.99	68,315.12	662,002.22
Martin	116,911	6,458	16,716.17	11,474.16	17,586.55	1,079.17	16,919.31	63,775.36	8,667.70					12,469.34	84,912.40	1,041,879.39
Monroe	111,090	94,978	7,066.01	10,611.51	40,639.19	2,079.40	19,014.30	79,410.41	5,944.70			39,208.42		3,911.74	50,058.43	1,085,852.52
Okeechobee	79,275	8,196	14,493.74	15,091.37	9,105.55	164.74	11,385.08	50,240.48	3,022.26	8.85				358.00	53,629.59	919,534.95
Palm Beach	267,613	15,552	40,777.65	29,369.60	34,544.52	2,727.80	43,409.33	150,868.90	25,903.47	7,519.11			2,186.58	42,037.98	228,216.04	2,826,087.44
St. Lucie	90,842	6,419	15,695.35	15,654.95	28,297.62	534.09	18,541.89	78,723.90	6,326.83	252.85			72.24	4,855.81	90,231.63	849,942.96
Div. Totals	1,212,291	167,773	\$148,787.53	\$167,198.36	\$ 207,358.95	\$ 22,745.23	\$189,076.32	\$ 735,166.39	\$103,757.06	\$ 35,353.75	\$ 39,130.96	\$	\$ 16,212.97	\$ 88,401.70	\$ 939,760.91	\$ 11,212,554.50

FIFTH DIVISION

Brevard	222,008	22,683	\$ 20,270.93	\$ 11,838.51	\$ 34,729.27	\$ 7,356.56	\$ 28,028.93	\$ 102,224.20	\$ 25,299.87	\$	\$	\$	\$ 1,540.08	\$ 129,064.15	\$ 2,150,564.92	
Citrus	108,587	1,376	3,946.15	1,851.31	47,369.86	3,895.48	15,596.41	72,056.21					215.39	84,810.57	499,156.24	
Flagler	75,434	2,117	1,220.81	47.65	13,270.65	2,488.62	4,707.18	21,734.91			\$ 10,004.30	1,931.67	1,218.54	22,953.45	571,758.31	
Lake	289,831	12,014	8,176.02	22,934.16	50,500.41	5,422.47	27,212.22	114,245.28	8,849.29	822.15			191.62	352.89	124,261.23	
Marion	295,468	1,611	17,736.53	6,927.15	70,663.12	3,451.15	27,929.41	126,707.36	3,271.93	492.86			151.14	129,637.57	1,525,449.78	
Orange	194,480	2,896	8,033.81	3,031.35	21,992.16	3,357.86	10,031.75	46,446.93					312.01	46,758.94	762,420.53	
Osceola	122,163	6,500	17,594.95	10,366.96	11,903.39	5.70	12,002.52	51,873.52	807.72					52,681.24	494,507.43	
Putnam	113,201	4,992	150.45	2,117.30	36,937.19	2,409.76	12,938.73	54,553.43	6,476.14				557.45	61,587.02	1,545,787.33	
St. Johns	168,618	26,975	40.88	33,904.11	68,136.85	4,495.73	35,415.50	141,993.07	16,020.48		1,284.70		395.69	7,956.81	168,250.75	
Seminole	87,653	2,219	4,317.75	6,227.16	9,548.04	1,239.30	6,781.93	28,113.28	4,437.52				428.83	32,979.63	677,605.84	
Sumter	105,521	1,961	8,568.06	2,470.02	9,226.09	403.91	5,633.69	26,301.77			10.16			26,291.61	416,670.55	
Volusia	205,758	10,543	26,163.33	44,771.17	50,125.41	6,665.50	39,041.58	166,766.99	11,369.57				482.24	178,618.80	1,832,485.53	
Div. Totals	1,988,722	95,887	\$116,219.67	\$146,486.85	\$ 424,402.44	\$ 41,192.04	\$225,318.95	\$ 953,719.95	\$ 77,132.52	\$ 119.13	\$ 1,284.70	\$ 10,004.30	\$ 2,670.12	\$ 13,064.24	\$1,057,894.96	\$ 13,973,481.69

SUMMARY

First Division	1,784,698	104,674	\$142,985.98	\$133,798.11	\$ 519,554.76	\$ 29,501.26	\$202,078.51	\$1,027,918.62	\$ 44,729.51	\$ 19.61	\$ 86,494.55	\$ 67,045.02	\$ 40,768.33	\$ 28,758.88	\$1,295,695.30	\$ 10,585,851.82
Second Division	1,730,971	60,500	111,550.11	90,077.04	359,036.66	33,934.14	193,427.83	788,934.78	41,404.62	27,944.44	27,814.99	121.20	24,908.25	31,736.76	942,915.04	10,359,981.90
Third Division	1,906,184	169,841	124,988.32	177,174.40	462,738.42	35,982.26	183,654.05	984,537.45	37,869.29	35,662.03	931.59	82,116.47	33,025.66	29,736.17	1,203,878.68	15,306,573.66
Fourth Division	1,212,291	167,773	\$148,787.53	\$167,198.36	\$ 207,358.95	\$ 22,745.23	\$189,076.32	\$ 735,166.39	\$103,757.06	\$ 35,353.75	\$ 39,130.96		19,212.97	88,401.70	\$ 939,760.91	\$ 11,212,554.50
Fifth Division	1,988,722	95,887	\$116,219.67	\$146,486.85	\$ 424,402.44	\$ 41,192.04	\$225,318.95	\$ 953,719.95	\$ 77,132.52	119.13	1,284.70	10,004.30	2,670.12	13,064.24	\$1,057,894.96	\$ 13,973,481.69
Grand Totals	8,622,866	598,675	\$644,540.61	\$714,734.76	\$1,973,991.23	\$163,354.93	\$993,555.66	\$4,490,177.19	\$304,893.00	\$ 99,059.76	\$ 77,394.87	\$159,286.99	\$117,585.33	\$191,747.75	\$5,440,144.89	\$ 61,438,443.63

NOTE: \$206,414.44 has been deducted from the cumulative total shown in the previous years report. This represents expenditures for Maintenance of Holmes and Washington County Roads and is deducted because funds are repaid.

NOTE: Figures in **bold face** indicate credits.

STATEMENT SHOWING MAINTENANCE EXPENDITURE BY COUNTIES AND CLASSIFICATION FOR 1948

FIRST DIVISION

County	Maintained Length		Routine							Structure Operation	Surface Base and Subgrade	Periodic			Extra-ordinary	Total Cost 1947	Total Cost to Date
	Road Miles	Bridge Feet	Surface Base and Subgrade	Structures	Roadside	Traffic	General	Total	Structures			Roadside	General				
Charlotte	79,394	9,747	\$ 7,468.97	\$ 19,971.42	\$ 20,982.16	\$ 2,174.75	\$ 9,429.69	\$ 60,026.99	\$ 3,341.18	\$ 4,924.52	\$ 117.32	\$ 36.96	\$ 958.91	\$ 1,408.84	\$ 70,811.72	\$ 683,992.28	
De Soto	80,416	3,895	9,885.66	11,436.90	15,112.71	2,540.30	7,211.71	46,187.28		22,386.81		21,261.02	4,596.78	2,373.53	97,305.42	650,098.66	
Clades	86,571	4,625	17,578.09	21,362.99	32,020.49	1,502.29	15,388.73	87,852.59	1,586.59	3,003.36		21,311.71	3,364.07	14,840.69	131,959.01	814,988.27	
Harder	63,614	2,310	4,695.87	4,515.53	17,241.19	2,225.87	5,320.43	33,998.89		13,498.50		7,108.52	3,290.86	782.15	58,678.92	381,949.29	
Hendry	84,139	2,353	12,332.11	7,091.32	38,359.07	2,773.15	11,603.48	72,159.13	1,215.15	.80		8,787.62	1,659.31	3,471.66	87,293.67	518,121.87	
Hernando	79,415	1,152	11,579.28	233.95	32,705.10	2,806.66	7,874.79	55,199.78		9,861.28		87,190.15	18,159.15	153.06	170,563.42	715,509.42	
Highlands	91,519	5,508	2,349.45	8,341.07	27,203.58	3,819.17	11,439.04	53,182.31		907.00		8,511.67	1,099.21	27,798.97	91,469.16	932,374.49	
Hillsborough	224,238	27,428	12,880.01	14,497.47	76,002.94	10,922.77	20,500.16	134,803.35		14,073.65		19,551.56	5,809.84	.60	194,248.44	1,898,099.79	
Lee	105,861	8,193	5,267.21	20,611.14	40,342.31	2,018.17	13,684.29	84,923.12		4,747.22		14,790.43	2,900.87	2,637.07	115,827.40	979,727.12	
Manatee	134,439	8,706	10,787.39	17,215.85	30,115.24	3,797.10	11,909.10	73,824.68		5,932.92		15,545.68	362.95	3,003.66	4,488.38	103,158.27	
Pasco	135,341	1,715	27,431.15	1,214.55	36,365.45	2,696.90	11,395.47	79,103.52		10,210.77		67,725.41	14,423.89		171,463.59	868,853.37	
Pinellas	135,278	10,695	14,371.67	4,379.97	35,835.83	6,988.20	11,323.47	72,809.14	6,380.46	10,765.54	17,773.04	291.01	5,040.39	1,004.12	114,153.70	962,399.56	
Polk	343,033	7,367	27,967.77	10,302.88	104,231.99	11,973.78	25,522.91	179,999.33		14,252.63		14.51	2,693.68	5,228.17	202,188.32	1,297,213.69	
Sarasota	128,727	11,015	6,030.02	26,009.85	26,772.12	2,250.80	11,305.78	72,368.57	9,354.82	2,297.09	107,502.03	106.30	20,020.52	46.40	211,785.73	949,163.78	
Div. Totals	1,791,985	140,709	\$173,624.65	\$167,184.89	\$533,290.18	\$58,489.91	\$173,909.05	\$1,106,498.68	\$48,661.46	\$112,455.91	\$144,893.07	\$256,646.87	\$7,821.14	\$64,732.64	\$1,820,909.77	\$12,406,761.59	

SECOND DIVISION

Alachua	254,169	3,647	\$27,600.65	\$4,909.66	\$71,962.56	\$6,935.42	\$18,190.83	\$129,599.12		\$14,138.98		\$18.50	\$2,469.59	\$9,317.79	\$155,543.98	\$1,383,704.94
Baker	46,464	1,195	7,954.25	768.27	18,536.41	1,035.16	5,048.71	33,342.80						1,448.92	34,791.72	413,212.92
Bradford	83,971	1,870	9,105.84	5,424.57	22,422.02	1,226.43	5,731.58	43,910.44						964.75	44,845.19	457,195.22
Clay	119,725	6,025	8,543.09	2,180.04	36,429.74	1,802.71	9,090.32	58,045.90	4,967.74					2,822.27	65,838.91	1,028,831.42
Columbia	137,706	1,910	6,835.01	1,296.60	32,049.88	6,016.69	12,427.00	68,628.18						31,720.50	90,348.68	726,473.26
Dixie	59,346	3,158	2,821.84	2,150.78	17,532.78	1,221.58	16,643.01	40,369.99						69,921.22	110,291.21	421,715.64
Duval	206,724	19,302	26,467.81	67,852.52	98,429.97	12,201.96	45,567.54	250,519.80	37,466.45	6,339.44	168.18		1,181.15	27,987.22	323,662.24	2,073,293.61
Gilchrist	60,025	580	4,836.51	462.79	15,358.13	311.20	5,007.83	25,976.46						7,275.89	33,252.35	214,742.33
Hamilton	82,871	1,799	6,617.45	2,263.39	18,305.77	2,040.20	5,817.45	35,044.26						8,624.75	43,669.01	590,747.40
Lafayette	72,662	3,496	6,551.17	23,502.05	9,152.82	3,548.11	7,571.42	50,325.57						7,806.38	58,131.95	255,944.61
Levy	176,960	4,005	10,867.29	3,175.54	40,610.09	5,426.29	8,321.07	68,200.28		5,990.58				145.84	74,336.70	924,629.44
Madison	112,313	3,200	4,169.57	10,457.17	27,848.46	2,803.27	19,501.78	64,780.25		2,023.11			154.75	72,008.92	139,057.03	860,278.10
Nassau	90,934	4,052	6,797.65	7,760.12	27,393.33	2,003.07	7,587.72	50,541.89	6,066.97	39,774.30	199.87	2,601.88	7,152.81	37.81	106,374.93	1,080,306.46
Suwannee	102,414	839	4,995.93	493.76	29,570.15	4,324.22	11,036.76	51,320.82						31,620.57	82,941.39	633,167.76
Taylor	125,562	4,309	5,485.63	10,301.14	27,011.17	8,302.74	8,302.74	53,122.79		10,743.89				969.35	70,280.17	454,171.55
Union	56,786	2,894	2,653.07	7,505.36	16,739.98	2,402.19	5,326.12	34,626.72						2,752.23	37,378.95	312,317.65
Div. Totals	1,788,635	62,281	\$142,102.76	\$149,506.76	\$509,353.26	\$55,320.61	\$192,071.88	\$1,048,355.27	\$48,501.16	\$79,010.20	\$367.55	\$2,620.38	\$11,927.65	\$279,968.20	\$1,470,760.41	\$11,830,732.31

THIRD DIVISION

Bay	137,388	16,355	\$ 11,013.58	\$ 49,941.66	\$ 30,731.42	\$ 3,506.09	\$ 16,063.55	\$ 111,256.25	\$ 11,985.44	\$ 3,427.22	\$ 1,960.53	\$ 856.02	\$ 8,597.68	\$ 138,083.14	\$ 1,746,184.72	
Calhoun	77,156	11,948	12,215.17	7,182.86	15,609.10	563.67	6,845.66	42,416.46		3,471.30		550.65	12,612.52	59,050.93	610,719.67	
Escambia	161,106	27,169	12,741.61	22,006.65	42,147.83	1,768.73	14,830.16	93,494.98	6,200.47	5,782.08	16.05	11,761.46	1,748.88	16,282.59	1,556,560.54	
Franklin	97,257	23,950	3,384.75	37,301.54	14,972.33	1,350.41	9,025.76	66,034.79	4,806.79	4,680.41	1,942.03	29,578.88	4,621.41	1,440.08	1,280,813.30	
Gadsden	129,714	6,142	6,213.80	1,993.30	17,127.60	5,387.42	10,785.92	41,508.04		513.95		17,428.04	2,847.81	46,946.53	724,395.14	
Gulf	96,951	1,962	5,935.86	6,337.65	14,371.70	218.47	5,635.46	32,499.14	7,071.74			2,041.86	234.42	4,628.23	950,000.78	
Holmes	120,779	6,220	9,858.85	15,754.06	18,237.63	2,739.25	6,840.03	53,129.82		3,440.99		3,923.62	1,159.72	4,332.87	897,829.73	
Jackson	202,717	9,381	34,662.96	12,143.53	27,789.40	3,253.99	22,886.05	100,735.93	1,507.69	15,960.10	22.30		5,256.12	83,199.12	1,512,886.00	
Jefferson	103,450	3,131	10,643.70	1,443.42	19,650.67	4,605.54	6,689.83	43,033.16						12,838.14	644,964.83	
Leon	137,306	3,064	9,527.88	1,371.53	58,910.93	5,438.98	16,838.66	92,087.98						1,434.67	1,146,445.20	
Liberty	77,171	3,313	10,365.54	604.06	4,158.17	2,711.74	3,301.57	21,141.08		11,084.21		5,335.86	2,758.37	8,085.09	368,266.18	
Okaloosa	148,843	14,579	12,779.72	10,138.13	33,002.10	2,682.60	13,592.01	81,194.56	3,564.64	10,588.79		32,576.00	6,105.54	25,492.71	1,694,247.48	
Santa Rosa	183,425	16,885	6,159.01	10,843.27	31,090.11	4,395.82	12,942.86	65,431.07	2,000.50	489.69	1,456.44		77.68	34,418.81	1,140,748.10	
Wakulla	66,218	1,581	9,005.02	189.53	12,332.64	1,875.38	2,147.22	17,449.79						121.95	364,036.96	
Walton	195,995	17,898	9,673.84	9,973.74	20,318.80	4,828.13	8,819.61	53,614.12	3,342.10	38,144.16		26,324.14	9,796.34	147,855.45	1,698,125.29	
Washington	105,781	7,429	8,717.92	32,123.44	19,153.43	1,460.04	9,956.04	71,410.87	59.02	4,781.08			758.43	9,115.94	636,263.68	
Div. Totals	2,011,257	171,007	\$164,499.21	\$228,348.32	\$379,603.86	\$46,786.26	\$167,200.39	\$986,438.04	\$40,478.39	\$102,364.01	\$3,436.82	\$131,230.39	\$35,476.06	\$336,490.23	\$1,635,913.94	\$16,942,487.60

FOURTH DIVISION

Broward.....	140,944	2,986	\$ 17,782.10	\$ 33,117.79	\$ 37,788.81	\$ 8,209.63	\$ 18,076.09	\$ 114,974.42	\$ 23,233.85	\$ 1,503.24	\$ 3,874.18	\$ 35,876.29	\$ 179,461.98	\$ 1,187,619.75
Collier.....	139,161	10,635	10,476.67	44,219.67	10,387.74	1,148.95	9,963.03	79,196.06	1,364.30	7,629.28	1,216.96	89,406.60	1,129,017.53	
Dade.....	198,396	12,571	28,130.33	56,879.40	31,323.75	9,831.79	27,863.12	154,028.39	48,692.21	7,669.09	6,001.56	23,317.33	269,663.94	2,049,150.32
Indian River.....	74,291	10,675	4,389.75	24,393.53	33,574.40	2,140.70	12,411.15	78,909.53	3,454.01			17,782.72	100,146.26	762,148.48
Martin.....	117,464	6,592	16,987.02	36,664.52	40,155.10	2,459.56	18,200.14	112,466.34	9,329.51	76,639.16	1,953.98	36.98	20,417.81	101,798.08
Monroe.....	111,100	94,978	15,449.73	12,688.06	39,020.61	2,701.48	13,352.45	83,212.33	6,907.70	440.00		25,045.71	114,725.74	1,200,578.26
Okeechobee.....	87,277	9,121	12,017.16	45,329.44	10,609.00	1,623.89	10,815.36	80,394.85	3,374.17	12,364.24	1,969.92	2,426.24	100,889.42	1,020,424.37
Palm Beach.....	208,835	15,588	44,103.24	71,650.30	87,767.13	10,659.58	36,170.01	250,350.26	27,071.64	74,018.53	13,169.57	19,889.68	394,620.56	3,220,708.00
St. Lucie.....	93,441	6,594	7,814.67	14,889.51	33,606.68	2,266.89	13,611.75	72,189.50	6,722.30	21,547.54	3,437.10	31,294.83	135,101.27	985,044.23
Div. Totals.....	1,230,909	169,740	\$157,150.67	\$339,832.22	\$ 324,233.22	\$ 44,042.47	\$160,463.10	\$1,025,721.68	\$130,509.69	\$199,867.84	\$ 43,093.46	\$ 36.98	\$ 50,087.10	\$257,340.88

FIFTH DIVISION

Brevard.....	229,352	22,326	\$ 38,940.71	\$ 36,167.42	\$ 44,642.17	\$ 7,458.81	\$ 29,886.79	\$ 157,095.90	\$ 20,832.88	\$ 16,008.31	\$ 33,775.17	\$ 8,949.10	\$ 45,269.89	\$ 282,531.25	\$ 2,433,096.17
Citrus.....	108,587	1,376	3,760.55	23.09	19,105.08	1,066.25	1,283.99	28,238.96	120.84		62,638.35	9,955.04	330.90	101,284.09	600,440.33
Flagler.....	83,594	2,150	3,218.27	4,463.44	27,941.31	2,125.72	7,176.99	44,925.73	91.97		1,796.50	295.83	16,346.29	63,426.32	635,184.63
Lake.....	289,831	12,014	21,990.38	32,345.78	55,080.37	5,671.95	21,264.48	136,352.96	11,021.86	16,791.13	22,623.66	7,180.55	1,294.66	195,264.82	1,552,367.87
Marion.....	295,835	1,687	19,717.52	18,608.95	70,274.54	7,355.98	21,797.49	137,754.48	5,256.03		10,573.02	2,814.70	21,019.02	177,417.25	1,702,867.03
Orange.....	194,194	3,092	12,022.60	2,146.26	39,093.53	3,947.71	9,514.82	66,724.02	4,855.02		56,363.85	10,301.78	2,177.21	140,423.38	902,843.91
Osceola.....	122,199	6,308	8,192.48	1,153.70	26,465.52	3,309.18	6,722.68	45,843.56	937.67	200.59		2,237.19	49,219.01	543,726.44	
Putnam.....	115,113	4,992	6,681.42	37,671.03	36,080.83	4,572.60	16,411.66	101,417.54	7,980.34			15,286.34	124,693.22	1,670,480.55	
St. Johns.....	168,618	26,975	20,509.26	65,381.18	66,289.64	3,784.63	32,775.25	188,739.96	20,919.68	15.27	9,709.32	9,046.41	3,261.93	18,447.88	250,140.45
Seminole.....	93,859	2,521	6,739.55	13,601.16	27,532.09	3,451.99	10,737.63	62,152.42	5,294.00	12,799.27		44.56	5,510.42	26,714.93	112,515.60
Sumter.....	105,541	1,987	12,238.16	1,394.48	18,415.35	832.08	5,526.01	38,406.08			13,841.25	2,519.76	100.28	54,867.37	471,537.92
Volusia.....	205,758	10,543	14,188.33	20,463.43	68,714.43	8,593.59	20,817.83	132,777.01	13,856.79	827.73	10,272.81	2,022.28	6,998.86	166,756.08	2,019,241.61
Div. Totals.....	2,012,481	95,971	\$168,199.23	\$233,509.92	\$ 499,634.86	\$ 52,170.49	\$186,915.62	\$1,140,430.12	\$ 86,108.25	\$ 35,519.60	\$ 36,773.26	\$210,672.77	\$ 52,811.39	\$156,223.45	\$ 1,718,538.84

SUMMARY

First Division.....	1,791,985	104,709	\$173,624.65	\$167,184.89	\$ 533,290.18	\$ 58,489.91	\$173,909.05	\$1,106,498.68	\$ 48,661.46	\$112,455.91	\$144,893.07	\$256,646.87	\$ 87,021.14	\$ 64,732.64	\$1,820,909.77	\$ 12,406,761.59
Second Division.....	1,788,635	62,281	142,102.76	149,506.76	509,353.26	55,320.61	192,071.88	1,048,355.27	48,501.16	79,010.20	367.55	2,620.38	11,927.65	279,968.20	1,470,750.41	11,830,732.31
Third Division.....	2,011,257	171,007	164,499.21	228,348.32	379,603.86	46,786.26	167,200.39	986,438.04	40,478.39	102,364.01	3,436.82	131,230.39	35,476.06	336,490.23	1,635,913.94	16,942,487.60
Fourth Division.....	1,230,909	169,740	157,150.67	339,832.22	324,233.22	44,042.47	160,463.10	1,025,721.68	130,509.69	199,867.84	43,093.46	36.98	50,087.10	257,340.88	1,706,657.63	12,919,212.19
Fifth Division.....	2,012,481	95,971	168,199.23	233,509.92	499,634.86	52,170.49	186,915.62	1,140,430.12	86,108.25	35,519.60	36,773.26	210,672.77	52,811.39	156,223.45	1,718,538.84	15,692,020.53
Grand Totals.....	8,835,267	603,708	\$805,576.52	\$1,118,382.11	\$2,246,115.38	\$256,809.74	\$880,560.04	\$5,307,443.79	\$354,258.95	\$529,217.56	\$228,561.16	\$601,207.39	\$237,323.34	\$1,094,755.40	\$8,352,770.59	\$ 89,791,214.22

NOTE Figures in bold face indicate credits.

SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1947

Type of Construction	First Division Routine Maintenance Only			Second Division Routine Maintenance Only			Third Division Routine Maintenance Only			Fourth Division Routine Maintenance Only			Fifth Division Routine Maintenance Only			Summary—All Divisions Routine Maintenance Only		
	Length	Cost for 1947	Cost Per Unit	Length	Cost for 1947	Cost Per Unit	Length	Cost for 1947	Cost Per Unit	Length	Cost for 1947	Cost Per Unit	Length	Cost for 1947	Cost Per Unit	Length	Cost for 1947	Cost Per Unit
FEDERAL HIGHWAYS—																		
Graded, Unsurfaced.....	12.787	\$ 6,868.66	\$ 537.16		\$.....	\$.....		\$.....	\$.....		\$.....	\$.....	14.752	\$ 3,736.83	\$ 253.31	27.530	\$ 10,605.49	\$ 385.11
Surface Treated, Non-rigid Base.....	64.442	35,153.11	545.50	163.520	53,652.55	328.11	131.685	40,059.89	304.21	153.618	73,658.29	479.49	181.882	62,156.35	341.74	695.147	264,680.19	380.75
Surface Treated, Rigid Base.....	1.053	449.99	427.34	.189	59.71	315.91										1.242	509.70	410.39
S. B. R. M. and Retreads.....	79.916	33,163.54	414.98	112.965	41,159.93	364.36	185.099	69,289.96	374.34	30.898	10,672.79	345.42	94.728	46,232.63	487.74	503.606	200,488.85	398.11
Cement Concrete.....	101.942	42,272.29	414.67	82.246	46,928.75	570.59	86.403	74,605.53	863.46	18.746	14,494.59	773.21	90.304	42,669.54	472.51	379.641	220,970.70	582.05
Dual and Combination Types.....	8.577	2,807.51	327.33	5.663	4,163.38	735.19	5.493	2,598.13	472.99	11.799	7,239.16	613.54	5.375	1,955.21	363.76	36.907	18,763.39	508.39
Miscellaneous.....	11.556	4,628.41	400.52	59.121	26,642.29	450.64	400	167.94	419.85	35.210	4,247.73	120.64	76.946	26,667.94	346.58	183.233	62,354.31	340.30
Total (Miles).....	280.273	\$125,343.51	\$ 447.22	423.704	\$172,606.61	\$ 407.38	409.080	\$186,721.45	\$ 456.44	250.271	\$110,312.56	\$ 440.77	463.987	\$183,388.50	\$ 395.24	1,827.315	\$778,372.63	\$ 425.97
FEDERAL BRIDGES—																		
Timber.....	.323	\$ 1,145.36	\$ 3.55	1.209	\$ 2,330.95	\$ 1.93	11.388	\$ 25,281.36	\$ 2.22	.323	\$ 849.17	\$ 2.63	11.581	\$ 14,360.44	\$ 1.24	24.824	\$ 43,967.28	\$ 1.77
Steel.....	.348	2,512.56	7.22	.730	9,196.62	13.69	.880	9,467.04	1.08	.450	1,858.95	4.13	.916	8,424.45	9.20	3.324	32,259.62	9.71
Concrete.....	22.398	5,241.13	.23	7.606	1,673.32	.22	4.479	210.51	.05	26.133	4,207.41	.16	8.065	2,242.07	.28	68.681	13,574.44	.20
Timber—Steel.....							.030	8.97	.30							.030	8.97	.30
Timber—Concrete.....	3.772	479.04	.13	.226	7.45	.03	.228	88.69	.39	.467						4.693	575.19	.12
Steel—Concrete.....	2.637	527.40	.20	7.065	7,700.85	1.09	8.571	3,316.98	.39	1.627	1,002.23	.62	4.558	13,386.85	2.94	24.458	25,934.31	1.06
Timber—Steel—Concrete.....	1.354	525.35	.39	.959	9.56	.10	9.968	2,631.55	.26	.920	710.24	.77	1.317	555.77	.42	14.518	4,432.50	.31
Total (Feet).....	30.832	\$ 10,430.84	\$.34	17.795	\$ 21,718.79	\$ 1.22	35.544	\$ 41,005.10	\$ 1.15	29.920	\$ 8,628.00	\$ 2.88	26.437	\$ 38,969.58	\$ 1.47	140.528	\$120,752.31	\$.86
STATE HIGHWAYS—																		
Graded, Unsurfaced.....	75.149	\$ 40,367.43	\$ 537.17	37.262	\$ 12,475.62	\$ 334.81	46.001	\$ 4,983.63	\$ 108.34	37.205	\$ 8,975.04	\$ 241.23	15.897	\$ 4,026.99	\$ 253.32	211.514	\$ 70,828.71	\$ 334.87
Surface Treated, Non-rigid Base.....	744.879	406,334.73	545.50	715.455	234,752.17	328.12	959.673	291,946.63	304.21	615.068	294,916.92	479.49	996.057	340,389.14	341.74	4,031.132	1,568,339.59	389.06
Surface Treated, Rigid Base.....	16.935	7,236.97	427.34	.691	218.29	315.90	.086	31.48	366.05				29.347	20,381.92	694.51	47.059	27,868.66	592.21
S. B. R. M. and Retreads.....	506.690	210,266.99	414.98	400.608	145,966.25	364.36	369.227	138,217.45	374.34	201.742	69,686.68	345.42	292.550	142,689.98	487.75	1,770.817	706,827.35	399.15
Cement—Concrete.....	24.748	10,261.82	414.65	45.451	25,934.16	570.60	107.467	92,792.61	863.45	28.268	21,856.92	773.20	28.929	13,668.92	472.50	234.863	104,514.43	700.47
Dual and Combination Types.....	5.181	1,695.86	327.32	2.042	1,501.28	735.20	4.626	2,188.09	472.99	46.237	28,368.00	613.53	29.747	10,820.85	363.76	87.833	44,574.08	507.49
Miscellaneous.....	130.843	52,405.15	400.52	105.758	47,658.69	450.64	10.024	4,208.61	419.85	33.500	4,041.76	120.65	132.208	45,819.63	346.57	412.333	154,133.84	373.81
Total (Miles).....	1,504.425	\$728,568.95	\$ 484.28	1,307.267	\$468,506.46	\$ 358.39	1,497.104	\$534,368.50	\$ 356.93	962.020	\$427,845.32	\$ 444.74	1,524.735	\$577,797.43	\$ 378.95	6,795.551	\$2,737,086.66	\$ 402.78
STATE BRIDGES—																		
Timber.....	27.611	97,901.48	3.55	18.519	35,711.62	1.93	39.062	\$ 86,727.81	\$ 2.22	36.393	\$ 95,695.26	\$ 2.63	50.194	\$ 62,237.07	\$ 1.24	171.770	\$378,273.24	\$ 2.20
Steel.....	2.853	20,596.62	7.22	1.782	24,403.52	13.69	2.923	31,444.96	1.08	5.450	22,511.71	4.13	3.229	29,698.12	9.20	16.237	128,654.93	7.92
Concrete.....	27.803	6,495.75	.23	11.245	2,475.00	.22	13.459	636.75	.05	23.964	3,844.40	.16	5.320	1,477.89	.28	81.791	14,929.79	.18
Timber—Steel.....	.375	7.92	.02	.165	738.57	4.48	.414	123.81	.30	.80	14.64	.18	2.253	3,226.48	1.43	3.287	4,111.42	1.25
Timber—Concrete.....	6.235	796.31	.13	.796	26.11	.03	.773	300.84	.39	3.492	93.33		.422	9.25	.02	11.718	1,039.18	.09
Steel—Concrete.....	4.499	897.66	.20	6.684	7,286.39	1.09	37.150	14,354.53	.39	59.656	36,761.71	.62	4.827	14,173.70	2.94	112.816	73,473.99	.65
Timber—Steel—Concrete.....	4.466	1,731.29	.39	3.514	35.18	.01	40.516	10,690.73	.26	8.818	6,810.41	.77	3.205	1,351.70	.42	60.519	20,619.31	.34
Total (Feet).....	73.842	\$128,427.03	\$ 1.74	42.705	\$ 70,676.39	\$ 1.65	134.297	\$144,279.43	\$ 1.07	137.853	\$165,544.80	\$ 1.20	69.450	\$112,174.21	\$ 1.62	458.147	\$621,101.86	\$ 1.36

NOTE Figures in bold face indicate credits.

SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1947 (continued)

SUMMARY—																		
Highway—Miles.....	1,784.698	\$853,912.46	\$ 478.46	1,730.971	\$641,113.07	\$ 368.52	1,906.184	\$721,089.95	\$ 378.29	1,212.291	\$538,157.88	\$ 443.92	1,988.722	\$761,185.93	\$ 382.75	8,622.836	\$3,515,450.29	\$ 407.69
Bridges—Feet.....	104.674	138,857.87	1.33	60.500	92,395.18	1.53	169.841	185,284.53	1.09	167.773	174,172.80	1.04	95.887	151,143.79	1.58	598.675	741,854.17	1.24
Bridges—Lease and Operation.....		44,729.51			41,404.62			37,869.29			103,757.06			77,132.52			304,893.00	
Periodic Maintenance.....		194,288.29			80,788.88			151,735.77			12,435.76			14,078.25			453,326.95	
Traffic and Accident Prevention.....		29,501.26			33,934.14			35,962.76			22,745.23			41,192.04			163,335.43	
Freeze and Storm Damage.....		28,758.88			31,786.76			29,736.17			88,401.70			13,064.24			191,747.75	
Roads, Streets, Bridges not State Owned.....		5,647.03			21,492.39			42,200.21			90.48			98.19			69,528.30	
Total Cost of All Maintenance.....		\$1,295,695.30			\$942,915.04			\$1,203,878.68			\$939,760.91			\$1,057,894.96			\$5,440,144.89	

SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1948

Type of Construction	First Division Routine Maintenance Only			Second Division Routine Maintenance Only			Third Division Routine Maintenance Only			Fourth Division Routine Maintenance Only			Fifth Division Routine Maintenance Only			Summary—All Divisions Routine Maintenance Only		
	Length	Cost for 1948	Cost Per Unit	Length	Cost for 1948	Cost Per Unit	Length	Cost for 1948	Cost Per Unit	Length	Cost for 1948	Cost Per Unit	Length	Cost for 1948	Cost Per Unit	Length	Cost for 1948	Cost Per Unit
FEDERAL HIGHWAYS—																		
Graded, Unsurfaced.....	1.995	\$ 1,415.12	\$ 709.33		\$	\$		\$	\$		\$	\$		\$	\$	1.995	\$ 1,415.12	\$ 709.33
Surface Treated, Non-rigid Base.....	81.695	42,757.37	523.38	163.522	77,590.70	474.50	142.271	52,561.03	369.44	152.658	89,932.51	589.11	174.687	75,763.15	433.71	714.833	338,004.76	473.68
Surface Treated, Rigid Base.....	2.496	1,320.95	529.23	189	90.11	476.77										2.685	1,411.06	525.53
S. B. R. M. and Retreads.....	88.703	40,019.51	451.16	143.671	64,024.83	445.64	187.352	58,457.95	312.02	30.899	12,544.87	406.00	86.266	37,508.37	434.80	536.891	212,555.53	395.90
Cement Concrete.....	101.942	42,166.37	413.63	82.246	46,917.15	570.45	74.067	32,430.98	437.86	18.664	7,831.66	419.61	55.791	23,701.24	424.82	332.710	153,047.40	460.00
Dual and Combination Types.....	11.988	4,941.60	412.21	5.663	3,774.37	666.50	5.548	1,855.71	334.48	5.181	2,152.52	415.46	5.375	2,429.52	452.00	33.755	15,153.72	448.93
Miscellaneous.....	21.792	10,144.59	465.52	66.191	28,302.48	427.59	28.373	7,718.14	272.02	79.897	31,533.51	394.68	113.224	40,301.74	355.95	309.477	118,000.46	381.29
Total (Miles).....	310.611	\$142,765.51	\$ 459.63	461.482	\$220,699.64	\$ 478.24	437.611	\$153,023.81	\$ 349.68	287.299	\$143,995.07	\$ 501.20	435.343	\$179,704.02	\$ 412.79	1,932.346	\$840,188.05	\$ 434.80
FEDERAL BRIDGES—																		
Timber.....	.323	\$ 1,492.36	\$ 4.62	1.209	\$ 4,789.02	\$ 3.96	11.388	\$29,064.34	\$ 2.55	.323	\$ 1,725.86	\$ 5.34	11.581	\$22,734.66	\$ 1.96	24.824	\$59,806.24	\$ 2.41
Steel.....	.348	2,405.82	6.91	.730	12,326.55	16.89	.880	8,850.18	10.06	.450	6,551.87	14.56	.916	16,841.60	18.39	3.324	46,976.02	14.13
Concrete.....	22.518	2,720.62	12	7.633	1,580.26	.21	4.630	1,264.78	.27	26.133	3,515.41	.13	7.837	4,531.04	.58	68.751	13,612.11	.20
Timber—Steel.....							30	14.48	.48							30	14.48	.48
Timber—Concrete.....	3.772	952.92	.25	.226	13.68	.06	.620	72.02	.12	.996	1,095.09	1.70				5.614	2,734.31	.49
Steel—Concrete.....	2.676	2,136.92	.80	7.611	13,094.76	1.71	8.767	3,401.95	.39	1.627	1,244.51	.76	4.776	12,722.12	2.66	25.457	32,510.26	1.28
Timber—Steel—Concrete.....	1.354	677.19	.50	.959	128.71	.13	9.968	7,808.13	.78	.920	723.24	.79	1.142	305.49	.27	14.343	9,642.76	.67
Total (Feet).....	30.991	\$10,385.83	\$ 34	18.398	\$1,842.98	\$ 1.73	36.283	\$50,475.88	\$ 1.39	30.449	\$15,456.58	\$.51	26.252	\$7,134.91	\$ 2.18	142.343	\$165,296.18	\$ 1.16
STATE HIGHWAYS—																		
Graded, Unsurfaced.....	48.703	\$34,546.65	\$ 709.33	14.209	\$ 5,685.08	\$ 400.10	49.219	\$14,336.84	\$ 291.29	28.895	\$11,302.83	\$ 391.17	15.897	\$ 5,460.48	\$ 343.49	156.923	\$71,331.88	\$ 454.57
Surface Treated, Non-rigid Base.....	693.640	363,035.61	523.38	704.672	334,364.34	474.50	1,007.457	372,197.91	369.44	601.875	354,571.51	589.11	979.627	424,871.92	433.71	3,987.271	1,849,041.29	463.74
Surface Treated, Rigid Base.....	15.492	8,198.78	529.23	.691	329.46	476.78	.086	23.27	270.58				29.345	12,119.48	413.00	45.614	20,670.99	453.17
S. B. R. M. and Retreads.....	569.834	257,088.02	451.16	449.886	200,485.11	445.64	361.766	112,879.19	312.02	232.510	94,398.23	406.00	339.754	147,724.52	434.80	1,953.750	812,575.07	415.91
Cement Concrete.....	24.902	10,300.28	413.63	45.467	25,936.56	570.45	72.868	31,905.99	437.86	20.145	8,453.12	419.61	62.833	26,692.80	424.82	226.215	103,288.75	456.60
Dual and Combination Types.....	9.331	3,846.34	412.21	2.444	1,628.91	666.49	4.677	1,564.38	334.48	12.131	5,039.99	415.46	32.950	14,893.55	452.00	61.533	26,973.17	438.35
Miscellaneous.....	119.472	55,616.44	465.52	109.784	46,942.30	427.59	77.573	21,101.67	272.02	48.054	18,965.78	394.68	116.732	41,550.50	355.95	471.615	184,176.69	390.52
Total (Miles).....	1,481.374	\$732,632.12	\$ 494.56	1,327.153	\$615,371.76	\$ 463.68	1,573.646	\$554,009.25	\$ 352.05	943.610	\$492,731.46	\$ 522.18	1,577.138	\$673,313.25	\$ 426.92	6,902.921	\$3,068,057.84	\$ 444.46

NOTE: Figures in bold face indicate credits.

STATE BRIDGES—

Timber.....	27,476	\$126,947.65	\$ 4.62	18,015	\$ 71,359.84	\$ 3.96	38,899	\$ 99,277.65	\$ 2.55	34,748	\$185,666.54	\$ 5.34	46,842	\$ 91,955.82	\$ 1.96	165,980	\$575,207.50	\$ 3.47
Steel.....	2,678	18,513.79	6.91	1,861	31,424.24	16.89	3,085	31,025.89	10.06	5,399	78,607.84	14.56	3,314	60,931.34	18.39	16,337	220,503.10	13.50
Concrete.....	28,135	3,399.32	.12	12,889	2,668.42	.21	13,503	3,688.68	.27	25,243	3,395.67	.13	8,406	4,859.95	.58	88,176	18,012.04	.20
Timber-Steel.....	.375	2,497.07	6.66	.165	1,690.76	10.25	.414	199.79	.48	.116	173.54	1.50	2,226	5,722.78	2.57	3,296	10,283.94	3.12
Timber-Concrete.....	6,126	1,547.60	.25	.883	53.46	.06	.999	116.04	.12	4,252	7,239.05	1.70	.422	11.56	.03	12,682	8,967.71	.71
Steel-Concrete.....	4,462	3,563.15	.80	6,586	11,253.44	1.71	37,308	14,476.84	.39	60,548	46,313.79	.76	5,129	13,662.44	2.66	114,033	89,269.66	.78
Timber-Steel-Concrete.....	4,466	2,233.60	.50	3,514	471.61	.13	40,516	31,737.04	.78	8,985	7,063.40	.79	3,380	904.16	.27	60,861	42,409.81	.70
Total (Feet).....	73,718	\$158,702.18	\$ 2.15	43,913	\$118,921.77	\$ 2.71	134,724	\$180,521.93	\$ 1.34	139,291	\$328,459.83	\$ 2.36	69,719	\$178,048.05	\$ 2.55	461,365	\$964,653.76	\$ 2.09
SUMMARY—																		
Highways—Miles.....	1,791,985	\$875,397.63	\$ 488.51	1,788,635	\$836,071.40	\$ 467.44	2,011,257	\$707,033.06	\$ 351.54	1,230,909	\$636,726.53	\$ 517.28	2,012,481	\$853,017.27	\$ 423.86	8,835,267	\$3,908,245.89	\$ 442.35
Bridges—Feet.....	104,700	169,088.01	1.61	62,281	150,764.75	2.42	171,007	230,997.81	1.35	169,740	343,916.41	2.05	95,971	235,182.96	2.45	603,708	1,129,949.94	1.87
Bridges—Lease and Operation.....		48,661.46			48,501.16			40,478.39			130,509.69			86,108.25			314,258.95	
Periodic Maintenance.....		601,016.99			93,925.78			272,507.28			293,085.38			335,777.02			1,596,312.45	
Traffic and Accident Prevention.....		58,489.91			55,320.61			46,786.26			44,042.47			52,170.49			256,809.74	
Freeze and Storm Damage.....		64,732.64			279,968.20			336,490.23			257,340.88			156,223.45			1,094,755.40	
Roads, Streets, Bridges—not State Owned.....		3,523.13			6,198.51			1,620.91			1,036.27			59.40			12,438.22	
Total Cost of All Maintenance.....	1,811,812	\$1,820,909.77		1,800,427	\$1,470,750.41		2,043,641	\$1,635,913.94		1,263,057	\$1,706,657.63		2,030,657	\$1,718,538.84		8,949,594	\$8,352,770.59	

NOTE Figures in bold face indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1—DECEMBER 31, 1947

Camp No.	Location	Average Number Convicts	Building Maintenance	Depreciation	Equipment Operation	Food	Salaries	Clothing and Supplies	Hospital and Drugs	Rewards and Discharges	Overhead Cost Distribution	Utility Service	Laundry, Cleaning Supplies, Disinfectants	Furniture and Fixtures	Miscellaneous Expense	Cost for Current Year	Productive Labor Hours	Cost Per Hour
8501	Noma.....	34	\$ 193.42	\$ 846.45	\$ 1,453.10	\$ 10,962.97	\$ 10,081.91	\$ 1,814.18	\$ 324.46	\$ 50.00	\$ 794.21	\$ 295.33	\$ 421.88	\$ 67.39	\$ 785.54	\$ 28,090.84	92,094	.3050
8502	Zephyrhills.....	37	482.37	1,511.76	1,474.12	14,463.04	12,670.98	2,326.90	277.72	75.00	853.57	561.26	595.36	177.82	189.33	35,659.23	95,640	.3728
8503	Indiantown.....	42	1,075.52	1,690.94	2,281.56	17,092.00	11,731.20	3,686.07	328.32	100.00	954.61	580.52	903.56	702.00	1,038.23	42,214.53	108,915	.3876
8504	East Palatka.....	28	1,151.92	1,108.17	975.71	9,318.65	8,801.14	1,780.44	73.56	50.00	633.65	337.88	379.69	398.17	459.57	25,468.55	74,450	.3421
8505	Marianna.....	26	297.00	1,036.47	1,277.01	9,185.80	9,618.29	1,798.82	120.30	.....	625.70	371.15	452.98	94.57	732.00	25,610.09	68,940	.3715
8507	Live Oak.....	52	253.55	1,825.58	1,475.90	16,693.27	12,155.40	2,499.30	237.10	75.00	1,191.76	637.49	635.44	495.99	880.82	39,056.60	136,370	.2864
8508	Ocala.....	36	1,371.19	1,629.87	1,581.00	14,847.26	11,836.34	2,149.74	305.21	75.00	842.83	617.20	642.01	370.47	1,384.02	37,652.14	103,450	.3640
8510	Fort Myers.....	46	1,027.02	2,574.24	2,254.96	19,363.29	11,058.33	2,083.57	587.16	225.00	1,070.19	477.72	688.20	220.05	649.56	42,279.29	127,760	.3309
8512	Jay.....	27	200.89	2,074.32	1,045.09	11,630.45	9,630.99	1,604.55	337.37	.....	637.12	288.62	265.68	228.82	436.93	28,380.83	71,570	.3965
8514	Ramrod Key.....	25	856.02	212.73	2,074.29	12,773.57	11,229.95	1,840.49	550.23	25.00	573.54	949.49	494.60	319.41	436.62	33,235.94	65,810	.5050
8516	Lake City.....	34	372.66	1,348.44	1,249.70	13,389.43	10,302.52	1,552.78	225.37	.....	776.28	800.82	309.54	159.86	197.62	30,685.02	83,593	.3671
8526	Homestead.....	28	115.93	2,780.52	1,423.16	8,836.29	8,329.46	1,425.76	88.43	50.00	656.29	497.52	378.92	128.12	383.89	24,794.29	73,240	.3385
8528	Gainesville.....	28	942.06	1,023.06	1,260.50	11,332.14	11,416.26	2,264.90	191.18	202.00	659.34	1,019.10	513.05	474.53	460.17	31,758.29	72,502	.4380
8530	Callahan.....	58	713.30	1,353.45	1,993.23	19,671.76	15,145.05	2,313.15	461.44	100.00	1,323.23	604.92	601.71	150.15	664.87	45,095.26	150,711	.2992
8532	Defuniak Springs.....	34	988.25	1,208.49	1,924.77	12,820.22	11,308.10	2,163.40	272.96	25.00	773.97	459.40	560.58	579.93	382.41	33,467.48	90,627	.3693
8534	Oviedo.....	24	477.82	967.89	1,522.42	7,599.48	9,756.47	1,603.49	74.13	50.00	555.09	566.36	259.37	89.48	1,283.63	24,805.63	63,870	.3884
8535	Floral City.....	60	804.43	1,276.35	2,356.54	19,213.20	14,981.69	2,715.52	794.43	.....	1,381.18	672.32	561.66	232.37	2,052.61	47,042.30	169,400	.2777
8536	Perry.....	48	1,086.54	1,434.42	1,587.72	17,026.11	11,668.28	2,455.85	376.76	75.00	1,114.47	472.61	610.47	1,127.09	608.71	39,644.03	123,302	.3215
8537	Panama City.....	29	323.11	1,225.41	1,281.53	13,076.31	9,705.83	2,269.41	268.61	150.00	681.97	404.27	657.58	503.42	484.98	31,032.43	77,785	.3990
8538	Tallahassee.....	46	378.19	1,329.24	1,442.51	12,306.56	12,160.18	1,895.40	275.32	25.00	1,061.25	974.88	456.01	420.27	911.90	33,636.71	121,512	.2768
8539	Cocoa.....	29	609.69	1,316.97	1,790.77	7,563.84	9,024.88	2,115.87	180.83	50.00	662.54	422.24	516.36	176.01	610.29	25,040.29	79,055	.3167
8540	Bronson.....	31	682.06	1,281.00	1,909.64	10,101.88	12,033.87	2,284.92	191.83	125.00	733.79	434.28	370.73	223.11	261.10	30,633.21	79,405	.3858
8541	Moore Haven.....	40	859.17	2,234.59	4,216.54	17,132.68	12,598.62	1,825.64	444.51	250.00	940.04	348.25	718.71	655.42	690.90	42,915.07	105,730	.4059
8543	Bartow.....	27	304.43	901.41	1,255.52	10,863.63	10,030.15	1,452.09	170.16	50.00	638.21	729.65	405.64	168.76	1,022.41	27,992.06	74,590	.3753
8544	Arcadia.....	42	587.59	1,416.33	1,904.41	15,814.14	12,604.09	1,965.45	856.75	100.00	980.40	675.68	712.17	245.91	393.25	38,256.17	115,300	.3318
8545	Deland.....	26	521.19	1,138.74	1,583.87	8,293.44	10,108.97	1,499.42	192.38	.....	603.03	218.60	302.39	70.80	36.50	24,569.33	69,070	.3557
8546	Pensacola.....	28	1,067.50	1,277.01	1,540.09	13,821.94	10,927.09	1,973.78	55.65	100.00	648.92	347.63	537.88	272.06	459.08	33,031.63	72,830	.4535
8547	St. Augustine.....	29	703.21	1,056.45	1,067.06	11,706.66	11,475.68	2,456.21	422.81	88.00	676.56	281.34	459.03	474.66	451.65	31,319.32	75,726	.4136
8548	Tavares.....	29	953.24	1,475.79	1,487.89	13,333.36	10,177.88	2,619.75	199.75	50.00	652.05	254.65	441.88	324.68	613.53	32,584.45	73,680	.4422
8549	Fort Lauderdale.....	36	794.51	1,029.51	1,361.80	15,609.80	10,088.36	2,587.77	470.55	200.00	869.34	629.72	687.07	240.36	312.53	34,881.32	97,945	.3561
8550	Fort Pierce.....	34	1,142.43	1,381.08	1,352.85	14,634.75	10,402.46	2,765.33	252.49	25.00	804.79	253.00	589.94	157.14	626.94	34,388.20	92,040	.3736
	Totals.....	1,093	\$ 21,336.21	\$ 42,966.68	\$ 52,305.26	\$410,177.92	\$343,080.42	\$ 65,789.95	\$ 9,610.77	\$ 2,390.00	\$ 25,369.92	\$ 16,183.90	\$ 16,130.09	\$ 9,948.82	\$ 19,951.59	\$1,035,221.53	2,906,912	.3561

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1—DECEMBER 31, 1948

Camp No.	Location	Average Number Convicts	Building Maintenance	Depreciation	Equipment Operation	Food	Salaries	Clothing and Supplies	Hospital and Drugs	Rewards and Discharges	Overhead Cost Distribution	Utility Service	Laundry, Cleaning Supplies, Disinfectants	Furniture and Fixtures	Miscellaneous Expense	Cost for Current Year	Productive Labor Hours	Cost Per Hour
8501	Noma	38	\$ 827.09	\$ 520.20	\$ 2,075.17	\$ 13,849.26	\$ 13,096.74	\$ 2,561.96	\$ 686.50	\$ 50.00	\$ 921.22	\$ 252.81	\$ 517.33	\$ 179.09	\$ 816.37	\$ 36,353.74	104,300	\$ 3485
8502	Zephyrhills	43	466.15	2,825.71	1,917.21	19,833.55	15,633.70	2,619.19	401.66	25.00	1,060.19	750.19	695.81	304.42	878.03	47,410.81	117,250	4044
8503	Indiantown	59	972.95	2,098.05	2,242.98	24,736.74	13,310.90	3,411.80	686.03	100.00	1,437.50	845.88	1,206.51	681.59	1,016.45	52,747.38	165,830	3181
8504	East Palatka	40	357.11	1,217.37	1,315.58	14,162.03	12,012.42	2,689.58	329.62	50.00	980.02	551.45	524.73	213.94	511.75	34,915.60	114,264	3056
8505	Marianna	36	513.96	1,857.72	1,706.90	15,713.64	11,533.39	2,836.62	472.68	50.00	870.37	460.16	629.61	678.60	898.97	38,222.62	95,350	4009
8507	Live Oak	58	1,324.88	2,038.83	2,123.14	20,061.57	16,035.31	3,289.98	480.85	125.00	1,424.80	925.16	771.16	430.54	1,590.63	50,621.85	153,252	3303
8508	Ocala	51	518.88	3,780.61	1,449.95	19,515.27	14,345.86	4,436.26	709.88	50.00	1,274.54	887.56	976.92	628.88	2,032.13	50,606.74	149,580	3383
8510	Fort Myers	51	767.20	3,539.01	1,766.60	21,880.20	14,299.98	3,514.02	1,014.27	175.00	1,223.89	526.65	722.58	648.18	542.52	50,620.10	139,375	3632
8512	Jay	31	529.91	2,160.78	1,551.06	13,074.22	11,181.26	2,250.00	417.11		759.98	316.90	440.75	525.62	577.18	33,784.77	80,930	4175
8514	Ramrod Key	25	81.31	331.53	2,859.80	14,440.55	10,476.23	1,692.07	616.78	75.00	603.58	1,073.46	587.98	137.35	548.56	33,524.20	65,220	5140
8516	Lake City	44	614.41	1,402.08	1,637.54	16,680.82	12,554.59	2,302.69	454.67		1,089.05	848.23	343.12	635.91	256.47	38,819.58	119,968	3236
8526	Homestead	36	373.10	2,811.66	1,463.97	11,124.48	9,099.79	2,310.92	104.25		902.33	537.66	584.76	573.73	863.51	30,750.16	98,865	3110
8528	Gainesville	48	581.42	1,148.93	2,023.98	17,364.41	14,731.12	4,228.77	264.11	88.50	1,194.38	999.81	782.96	391.46	587.35	44,387.20	133,679	3320
8530	Callahan	65	510.13	1,604.47	2,768.15	21,576.49	19,117.28	3,193.11	263.82	50.00	1,583.60	762.05	559.09	617.39	1,304.70	53,910.28	174,509	3089
8532	Defuniak Springs	36	573.41	1,406.37	2,402.34	15,211.63	12,552.53	3,241.14	369.59		879.34	457.92	545.24	303.38	488.58	38,431.47	100,990	3805
8534	Oviedo	36	305.86	1,748.60	1,574.62	14,765.75	12,821.02	2,443.25	110.32	50.00	887.89	660.61	442.33	390.48	1,340.93	37,541.56	99,944	3756
8535	Floral City	59	672.54	2,293.77	3,007.36	21,659.58	17,133.89	3,231.36	786.11	50.00	1,436.05	730.99	852.04	356.35	1,803.51	54,013.55	165,550	3263
8536	Perry	52	916.47	1,717.10	1,936.59	20,385.08	15,618.37	3,242.39	467.08		1,239.07	927.99	765.06	362.47	1,206.72	48,784.39	134,047	3639
8537	Panama City	34	664.44	2,006.34	1,889.37	15,746.55	12,950.75	2,479.27	280.12	25.00	829.99	581.92	522.42	326.03	353.30	38,655.50	92,170	4194
8538	Tallahassee	45	449.26	1,525.12	1,807.34	15,493.10	16,358.64	2,014.97	286.98		1,099.09	1,142.97	497.35	500.16	1,063.90	42,238.88	121,833	3467
8539	Cocoa	40	666.88	1,899.99	1,824.41	8,995.26	12,819.05	2,678.17	481.18		980.26	596.74	606.70	635.82	1,249.61	33,371.70	112,742	2990
8540	Bronson	48	772.64	1,668.83	2,929.11	17,008.38	19,475.08	3,100.64	340.37	100.00	1,182.80	659.46	608.59	298.79	688.02	48,832.71	132,531	3685
8541	Moore Haven	55	809.71	3,292.71	2,583.37	22,955.86	16,338.84	3,735.69	781.42	150.00	1,358.11	755.91	771.89	704.97	1,441.90	55,680.38	154,790	3597
8543	Bartow	38	449.83	4,243.59	1,277.49	13,875.28	13,466.72	3,055.37	285.72	75.00	925.35	1,128.68	500.45	264.18	1,112.04	40,659.70	102,660	3961
8544	Arcadia	46	500.60	2,227.92	2,023.10	17,984.21	15,504.46	2,816.74	133.80	200.00	1,120.43	863.75	840.16	120.87	708.78	45,044.82	137,370	3537
8545	Deland	38	663.50	1,819.74	1,847.68	12,695.44	13,802.91	4,207.59	196.55	100.00	952.43	369.65	609.03	607.54	558.79	38,430.85	107,080	3589
8546	Pensacola	31	412.89	1,520.13	2,096.39	14,396.22	12,451.23	2,037.36	88.19		781.15	282.20	431.85	305.00	824.83	35,427.44	84,110	4212
8547	St. Augustine	46	758.97	1,362.94	1,288.93	15,787.48	13,419.16	3,148.08	1,123.44	25.00	1,115.52	444.20	621.29	261.42	302.51	39,658.94	127,024	3122
8548	Tavares	65	1,077.54	2,394.15	2,089.06	23,179.69	20,350.84	3,873.28	1,213.10	50.00	1,575.57	440.39	832.62	747.17	728.33	58,551.74	180,170	3250
8549	Fort Lauderdale	44	524.68	1,202.64	1,658.35	17,805.50	13,214.78	3,173.96	370.14	25.00	1,073.01	946.73	712.78	486.29	623.97	41,817.83	123,820	3377
8550	Fort Pierce	43	907.74	1,595.78	1,986.17	18,129.09	14,348.49	3,433.69	502.20	150.00	1,037.43	326.20	694.78	569.37	672.51	44,353.45	116,460	3808
	Totals	1,381	\$ 19,565.46	\$ 61,262.67	\$ 61,123.61	\$530,087.33	\$440,055.33	\$ 93,249.92	\$ 14,656.17	\$ 1,838.50	\$ 33,798.94	\$ 21,054.28	\$ 20,197.89	\$ 13,886.99	\$ 27,392.85	\$1,338,169.94	3,795,663	3526

DIVISION OF PLANS AND SURVEYS
PLANS FOR ROADS—1947 AND 1948
FEDERAL PROJECTS

State Job No.	Federal Aid Project No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
							Pavement	Roadbed	
2602-206 2608-301	FI-8 (8)..... FAGM 55 (2) On..	Alachua..... Alachua.....	20 & 25..... 20.....	RBST & Seal..... Signals.....	High Springs to Santa Fe River University Ave. in Gainesville.....	2.465	24 & 2 @ 22..	40	9½
2704-202	Forest 12-A.....	Baker.....	125.....	R.B.S.T.....	In National Forest.....	2.201	20.....	30.....	6
4607-201	S-58 (1).....	Bay.....	388.....	Grading.....	Crooked Cr. & Burnt Mill Cr. Bridge Appr.....	3.054		30.....	
2801-305 2804-201 2808-201	FAGH 82 (2)..... S-33 (1)..... S-33 (2).....	Bradford..... Bradford..... Bradford.....	200..... 18..... 18.....	Signals..... S.B.R.M..... R.B.S.T.....	G. S. & F. R. R. near Hampton Union Co. Line to Brooker..... Hampton to Road 100.....	5.599 4.188	18..... 18.....	30..... 30.....	6 6
7010-203	S-196 (1).....	Brevard.....	520.....	S.B.R.M.....	Orange Co. Line to Cocoa.....	7.014	24.....	40.....	6
8602-203 8602-204	FI-63 (6)..... FI-003-3 (18).....	Broward..... Broward.....	5..... 5.....	R.B.A.C..... Asph. C. & Binder	Palm Beach Co. Line South..... Palm Beach Co. Line South.....	8.246 7.506	24 (2nd Lane) 24.....	40..... 40.....	10 2½
4704-201	S-134 (2).....	Calhoun.....	73.....	S.C.S.T.....	Juniper Creek to Clarksville.....	6.283	20.....	30.....	6
0101-203	F-011-1 (1).....	Charlotte.....	45.....	R.B.S.T.....	Charlotte Harbor Relocation.....	1.885	22.....	36.....	8
7102-303 7112-201	FAGM-021-2 (4).. S-34 (1).....	Clay..... Clay.....	15..... 218.....	Signals..... Grading.....	In Green Cove Springs..... Middleburg to Road 200.....	12.980		30.....	
0302-201	S-163 (1).....	Collier.....	846.....	R.B.S.T.....	Immokalee to Hendry Co. Line	8.490	18.....	28.....	6
2910-201	S-33 (1).....	Columbia.....	18.....	S.B.R.M.....	Road 25 to Union Co. Line.....	4.600	18.....	30.....	6
8724-202 8724-203	UI-026-1 (2)..... UI-026-1 (3).....	Dade..... Dade.....	9..... 9.....	R.B.A.C..... R.B.A.C.....	36th St. to 54th St. in Miami Opalaka to Broward Co. Line.....	1.017 7.859	2 @ 32..... 2 @ 32 & 2 @ 24	100..... 100 to 120.	10 10
0406-201	S-5 (2).....	DeSoto.....	72.....	S.B.R.M.....	Sarasota Co. Line to Arcadia.....	10.984	18.....	30.....	6
3001-203 3003-201	F-016-2 (1)..... S-138 (2).....	Dixie..... Dixie.....	55..... 349.....	R.B.A.C..... S.B.R.M.....	Steinhatchee River to Cross City..... Oldtown South.....	7.083 9.763	24..... 18.....	40..... 28.....	8 6
7207-208 7208-206 7225-201	FI-79 (7) Part 2.. F-003-7 (23)..... S-173 (1).....	Duval..... Duval..... Duval.....	5..... 15..... 105.....	R.B.A.C..... R.B.A.C..... S.B.S.T.....	Jacksonville to Bayard..... Jacksonville to Thomas Creek.. Shad Cr. and Haulover Cr. Bridge Appr.....	12.116 11.166 1.386 3.970	24 (2nd Lane) 24 (2nd Lane) 20..... 18.....	40..... 70 & 85.. 36..... 30.....	10 10 9 6
4809-201 4821-201	S-69 (1)..... S-87 (1).....	Escambia..... Escambia.....	196..... 99.....	S.C.S.T..... S.C.S.T.....	Road 95 to Penasula Creek.. Penasula Creek to Barrineau Park.....	2.390 8.161	18..... 43 & 20.....	30..... 100 & 32..	6 6
7302-201	S-195 (1).....	Flagler.....	11.....	S.B.R.M.....	Bunnell to Flagler Beach.....	8.161	43 & 20.....	100 & 32..	6
5003-202 5009-201	FI-131 (8)..... S-146 (1).....	Gadsden..... Gadsden.....	10..... 269.....	S.A.A.C..... S.C.S.T.....	Quincy to Leon Co. Line..... Road 270 to River Junction.....	13.175 5.672	64 & 24..... 18.....	100 & 40.. 30.....	7½ 6
3102-201	S-223 (1) & S-224 (1).....	Gilchrist.....	341.....	R.B.S.T.....	Lottievillie to Bell.....	11.454	18.....	30.....	6
0503-201 0509-201	S-13 (1)..... S-23 (1).....	Glades..... Glades.....	720..... 29.....	Rework MBST..... S.B.R.M.....	Road 25 to Hendry Co. Line.. Hendry Co. Line to Harrisburg	9.210 12.404	18..... 20.....	28..... 36.....	6 6

5104-201	S-168 (1)	Gulf	386	S.B.R.M.	Beacon Hill to Wewahitchka	19.350	18	28	6
3202-201	S-44 (1)	Hamilton	135	S.B.R.M.	White Springs North	7.724	18	28	6
0704-201	S-13 (1)	Hendry	720	Rework MBST	Glades Co. Line to Road 80	1.015	18	28	6
0706-201	S-126 (3)	Hendry	29	S.B.R.M.	LaBelle to Glades Co. Line	0.467	20	36	6
0900-301	FAGM-109 (1) Off	Highlands		Signals	SAL in Avon Park				
0913-201	S-30 (1)	Highlands	621	S.B.R.M.	Lake Placid East	4.777	20	32	6
1000-306	FAGM-90 (1) Off	Hillsborough		Signals	Evers St. in Plant City				
1003-204	UI-011-2 (23)	Hillsborough	600	Conc. & R.B.A.C.	Hillsborough Ave. in Tampa	3.037	84	100	7 & 10
1006-304	FAGS-178 (5)	Hillsborough	45	Signals	50th Street in Tampa				
5209-201	S-230 (1)	Holmes	181	S.C.S.T.	Prosperity to Leonia	6.005	18	30	6
8802-201	S-192 (2)	Indian River	512	S.B.R.M.	Road 60 North	6.815	20	32	6
8808-204	F-003-4 (12)	Indian River	5	Asph. C. & Binder	St. Lucie Co. Line to Brevard				
1120-203	F-175 (16)	Lake	25	R.B.A.C.	Co. Line	12.477	22 & 24	30 & 44	2 1/2 & 3
1120-204	F-019-3 (1)	Lake	25	Grading	Polk Co. Line to Clermont	14.760	22	36	8
					Mineola North	14.114		40	
1203-301	FG-024-1 (1)	Lee	80	Signals	In Fort Myers				
5510-102		Leon	363	Signals	Adams St. in Tallahassee				
5517-201	S-88 (1)	Leon	369	S.B.R.M.	Wakulla Co. Line North	4.432	24	40	6
3501-204	FI-006-4 (1)	Madison	10	Conc. Widen	Madison to Ellaville Overpass	13.201	2 @ 3		8
1300-301	FAGS-85 (1) Off	Manatee		Signals	SAL near Samoset				
1311-201	S-31 (1)	Manatee	675	S.B.R.M.	Road 43 to Road 64	11.078	20	32	6
8901-203	F-003-4 (11)	Martin	5	Asph. C. & Binder	Olympia Overpass to St. Lucie				
8906-202	S-188 (4)	Martin	76	R.B.S.T.	Co. Line	16.049	22 to 27		2 3/4
7405-201	S-56 (1)	Nassau	107	S.B.R.M.	Tropical City to Stuart	5.942	22	36	8
5701-301	FIG-006-1 (2)	Okaloosa	85	Signals	Road 200 South	3.599	18	28	6
9102-302	FAGM-161 (4)	Okeechobee	15	Signals	In Crestview				
7506-201	F-134 (1)	Orange	50	R.B.S.T.	Orlando to Bithlo	14.878	24 & 43	40 & 60	8
7506-202	UI-022-1 (1)	Orange	50	R.B.A.C.	Colonial Drive in Orlando	1.669	64	90	10
9300-307	FAGM-212 Off	Palm Beach		Signals	In Lantana				
9301-202	FI-63 (5)	Palm Beach	5	R.B.A.C.	Broward Co. Line North	6.026	24 (2nd Lane)	40	10
9301-203	FI-003-3 (18)	Palm Beach	5	Asph. Conc.	Broward Co. Line North	4.780	24		2 1/2
1403-201	F-137 (2)	Pasco	55	R.B.A.C.	Pinellas Co. Line to New Port				
1403-202	F-025-1 (3)	Pasco	55	R.B.A.C.	Richey	5.648	24	40	10
1407-301	FAGM-108 (1) Off	Pasco	41	Signals	New Port Richey to Road 52	6.070	24	40	10
1501-201	S-219 (3)	Pinellas	595	RB Widen & Asph. Conc.	SAL in Dade City				
1515-201	F-137 (2)	Pinellas	55	R.B.A.C.	Bay Pines to Largo	6.227	24	40	10 & 1 1/2
1515-202	F-025-1 (4)	Pinellas	55	R.B.A.C.	Tarpon Spgs. to Pasco Co. Line	1.778	24	40	10
1515-302	FG-025-1 (5)	Pinellas	55	Grading	Road 60 North	7.121		40	
				Grading	Coachman Overpass Approaches	0.505		40	
1607-301	FAGM-71-A (1) Off	Polk	33	R.B.S.T.	Polk City Overpass	0.501	24 & 26	40	8
1611-301	SG-252 (1)	Polk	60	Signals	West of Lake Wales				
1613-201	S-131 (1)	Polk	60	R.B.S.T.	Lake Wales to Hesperides	7.037	22	40	6
1616-301	FAGM-71-A (1) Off	Polk	559	R.B.S.T.	Polk City Connection to Auburndale Rd.	0.194	20	36	8

DIVISION OF PLANS AND SURVEYS
PLANS FOR ROADS—1947 AND 1948
FEDERAL PROJECTS

State Job No.	Federal Aid Project No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
							Pavement	Roadbed	
1617-203	F-019-3 (3)	Polk	25	R.B.A.C.	Frostproof to Lake Wales	11.942	24	40	8
1617-205	F-175 (14)	Polk	25	R.B.S.T.	Road 630 South	4.361	24	40	8
1618-204	F-175 (15)	Polk	25	R.B.A.C.	Lake Co. Line South	7.081	24	40	8
7601-203	F-18 (2)	Putnam	15	R.B.S.T.	Volusia Co. Line to Crescent City	4.207	24 & 43	40 & 60	8
7601-302	FAGM-115 (1)	Putnam	15	Signals	ACL in Palatka				
7809-201	S-22 (1)	St. Johns	206	S.B.R.M.	Hastings to Crescent Beach	10.656	20	36	6
9401-202	FI-136 (1)	St. Lucie	5	R.B.A.C.	Ft. Pierce to Indian River Co.	7.220	64 & 24	104 & 80	10
9401-203	F-003-4 (11)	St. Lucie	5	Asph. Conc.	Martin Co. Line to Ft. Pierce	10.668	24 & 29		2 3/4
5807-201	S-242 (1)	Santa Rosa	197	S.C.S.T.	Chumuckla to North	11.331	18	30	6
7708-301	SG-255 (1)	Seminole	434	Signals	SAL at Longwood				
1801-304	FAGM-137 (1) Off	Sumter	35	Signals	SAL in Bushnell				
3701-201	FI-006-4 (1)	Suwannee	10	Conc. Widen	Madison Co. Line to Live Oak	10.783	2 @ 3		8
3703-302	SG-129 (3)	Suwannee	20	Signals	ACL at Bradford				
3707-202	S-8 (2)	Suwannee	49	S.B.R.M.	Road 10 South	9.589	18	30	6
3810-201	S-244 (1)	Taylor	14	Grade	Eridu to Madison Co. Line	10.278		30 & 32	
3907-201	S-33 (1)	Union	18	S.B.R.M.	Columbia Co. Line to Bradford Co. Line	7.226	18	30	6
7901-203	UI-60 (6)	Volusia	5	R.B.A.C.	Volusia Ave. South in Daytona Beach	2.063	2 @ 32	100	10
7903-206	UI-60 (6)	Volusia	5	R.B.A.C.	Volusia Ave. North in Daytona Beach	0.162	2 @ 32	100	10
7903-207	UI-60 (7)	Volusia	5	R.B.A.C.	Bay St. in Daytona Beach to to Ormwood	5.685	2 @ 32 & 2 @ 24	100	10
7904-204	FI-010-1 (1)	Volusia	15 & 600	R.B.A.C.	Deland South	2.177	24	44	10
7905-201	F-18 (2)	Volusia	15	R.B.S.T.	Putnam Co. Line South	0.075	24	40	8
5902-201	S-88 (1)	Wakulla	369	S.B.R.M.	Crawfordville to Leon Co. Line	9.028	24	40	6
6012-201	S-245 (1)	Walton	185	S.C.S.T.	Liberty to Road 83	6.816	18	30	6

STATE JOBS

State Job No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
						Pavement	Roadbed	
2603-110	Alachua	45	R.B.S.T. & Seal	Road 25 to Road 20 in High Springs	0.220	40	54	9 1/2
2606-107	Alachua	200	R.B.B.R.	In Orange Heights and Hawthorne		24, 36 & 40	40	9 1/8
2607-106	Alachua	26	R.B.S.T.	Newberry to Gainesville	15.472	22	38	6

2611-902	Alachua	235	Min. Seal	Alachua to Hainesworth	3.490	20 & 27		
2612-102	Alachua	234	R.B.S.T.	Micanopy to Rochelle	6.909	18	30	6
2613-104	Alachua	26	R.B.S.T.	Gainesville to Proposed Veterans Hospital	1.817	64 & 48	100 & 60	6
2615-901	Alachua	325	Surf. Treat. & Min.S.	Road 200 to Road 20	13.040	17 & 22		
2618-105	Alachua		R.B.S.T.	In Florida Farm Colony	2.259	18	28	6
2618-106	Alachua		Conc. & R.B.S.T.	Streets and Parking at Univ. of Fla.				7 & 6
2620-101	Alachua		R.B.S.T.	Gainesville Livestock Market		24	36 to 48	6
2704-103	Baker	125	R.B.S.T.	National Forest to Taylor	1.082	20	30	6
4611-101	Bay	425	S.B.R.M.	Panama City to Municipal Airport	3.197	20	30	6
4613-101	Bay	389	S.B.R.M.	Millville to Highland City	3.020	40 & 20	60 & 34	6
4613-102	Bay	389	S.B.R.M.	Watson Bayou to Millville	1.058	40	60	6
2801-111	Bradford	200	Retread	In Starke	0.110	40		1 1/8
2801-901	Bradford	200	Min. Seal	Road 221 to Clay Co. Line	16.075	22 & 30		
2802-104	Bradford	100	Retread	Clay Co. Line to Starke	11.500	20 & 25	30 & 35	1 1/4
2805-103	Bradford	230	Retread	In Starke	0.110	40		1 1/8
2806-102	Bradford	18, 227 & 235	Retread	Alachua Co. Line to Starke	14.161	16 & 24		1 1/8
2806-902	Bradford	18, 227 & 225	Retreatment	Alachua Co. Line to Starke	14.161	16 & 24		
2807-102	Bradford	18 & 221	Retread	North and South of Hampton	4.230	17 & 25		1 1/8
2811-101	Bradford	225	S.B.R.M.	Road 16 to Lawtey	5.674	18 & 24	30 & 36	6
7002-116	Brevard	5	Conc. Widen	Frontenac to Indian River City	4.678	2 & 2		10
7002-117	Brevard	5	Retread	In Cocoa	1.198	24 & 56		1 1/8
7004-	Brevard	511 & 509	Min. Seal	Road 500 to EauGallie	7.55	18		
7004-	Brevard	509	Min. Seal	Road 514 to Road 500	5.54	18		
7005-	Brevard	500	Conc. Asph.	Osceola Co. Line East	1.72	17		1
7009-102	Brevard	515	Retread	In Cocoa	0.249	29 & 35		1 1/8
7010-106	Brevard	520	R.B.B.R.	In Cocoa	0.317	20 & 43	38 & 60	9 1/8
7010-107	Brevard	520	Retread	In Cocoa	0.174	40		1 1/8
7010-108	Brevard	520	S.B.R.M.	Road A-1-A to the Beach	0.237	2 @ 27		6
7012-102	Brevard	3 & 158	Grading & Seawall	EauGallie to Atlantic Ocean	1.314		40	
7013-103	Brevard	3	S.B.R.M.	Mathers Bridge to Merritt	10.302	18	40	6
7014-	Brevard	3	Min. Seal	Road 402 to Road 3	4.03	22		
7015-	Brevard	46	Min. Seal	Volusia Co. Line to Mims	7.329	20 to 24		
7015-104	Brevard	46	R.B. Widen, Retread	Mims West	1.117	20 to 24		7 1/8
7015-901	Brevard	46	Min. Seal	Volusia Co. Line East	6.212	20 to 24		
7016-109	Brevard	405 & 406	R.B. Widen, Retread	Road 50 to Road 5	5.760	18, 27 & 45		7 1/8, 1 1/8
7020-102	Brevard	503	R.B. Widen, Retr.					
			S.B.R.M.	In Rockledge and Cocoa	3.75	20		7 1/8, 1 1/8
8600-901	Broward	818	Surf. Treat.	Davie Canal to Road 7	1.656	20		
8601-106	Broward	5	Asph. Conc.	Hollywood to Dania Canal	4.147	37 & 66		2
8602-105	Broward	5	Asph. Conc. & Binder	North of Ft. Lauderdale	3.766	24		2 1/2
8605-107	Broward	A-1-A	Rework R.B.S.T.	In Ft. Lauderdale	2.478	24 to 51		6
8608-901	Broward	84	Surf. Treat.	Ft. Lauderdale West	5.556	22 & 2 @ 20		
8613-103	Broward	814	Asph. Conc.	In Pompano Beach	0.137	49 & 50		2
8620-102	Broward	824	R.B.A.C.	Hallandale to Road A-1-A	1.399	24	40	9 1/4
4702-108	Calhoun	71	S.C.S.T.	In Blountstown	0.817	40 & 54	70	8
4702-109	Calhoun	71	S.C.S.T.	In Altha	0.231	52	69	8
4775-101	Calhoun	69	S.C.S.T.	Jackson Co. Line South	6.568	20	30	6
4775-102	Calhoun	73	S.C.S.T.	Chipola Park to Frink	9.215	20	30	6
0101-110	Charlotte	45	Rework R.B.B.R.	Lee Co. Line to Acline	9.554	24	34	8
0101-111	Charlotte	45	Retread	In Punta Gorda	0.414	20 to 44		1 1/8
0105-103	Charlotte	776 & 771	Retread	New Port Comfort to Murdock	15.117	15		1 1/8
0106-104	Charlotte	776	Retread	Sarasota Co. Line to New Port Comfort	1.118	15		1 1/8
0203-109	Citrus	55	Asph. Conc.	Crystal River to Levy Co. Line	11.010	40 & 22		1 1/4
0209-102	Citrus	490	S.B.R.M.	Homosassa Spgs. to Homosassa River	3.45	16	26	4
7103-901	Clay	200	Min. Seal	Bradford Co. Line to Duval Co. Line	5.602	22		

DIVISION OF PLANS AND SURVEYS
PLANS FOR ROADS—1947 AND 1948
STATE JOBS (Continued)

State Job No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
						Pavement	Roadbed	
7105-902	Clay	16	Min. Seal	Road 215 to Road 221	5.756	2 @ 24		
7106-101	Clay	Co.	R.B.S.T.	Lee's Corner to Road 21	2.616	20	36	6
7113-101	Clay	224	Retread	In Orange Park	0.548	2 @ 16		1 1/8
7114-101	Clay	220	R.B.S.T.	Lee's Corner to Doctor's Inlet	0.507	20	36	6
7114-102	Clay	220	R.B.S.T.	Doctor's Inlet to Swimming Pen Creek	1.761	20	36	6
0301-110	Collier	90 & 45	Retread	In Naples	0.614	20 to 40		1 1/8
0305-101	Collier	82	S.B.R.M.	Hendry Co. Line to Road 29	7.024	20	34	6
0306-901	Collier	92	Min. Seal	Marco Canal to Road 90	6.154	20 to 22		
2902-101	Columbia	47	S.B.R.M.	Ft. White to Columbia City	11.607	20	30	6
2902-103	Columbia	47-A	S.B.R.M.	Road 47 to Road 25	1.008	20	36	6
2902-104	Columbia	47	S.B.R.M. & R.B.S.T.	Columbia City to Lake City	7.567	20	36	6
8703-106	Dade	5	Asph. Conc. & Binder	39th Street to 123rd Street in Miami	5.489	2 @ 40 & 48		1 1/2 & 2 1/2
8703-107	Dade	5	Asph. Conc.	123rd Street in Miami to North	1.510	40 & 43		2
8706-104	Dade	A-1-A	R.B.A.C.	Bakers Haulover to Sunny Isles	2.100	2 @ 24 & 2 @ 32	80	10 2
8706-107	Dade	A-1-A	Asph. Conc. & Binder	Road 5 to Miami Beach	3.648	2 @ 30		1 1/2
8706-108	Dade	A-1-A	Asph. Conc.	Through Surfside	1.072	40		1 1/2
8706-109	Dade	A-1-A	Asph. Conc.	Surfside to Bakers Haulover	0.770	2 @ 30		1 1/2
8706-110	Dade	A-1-A	R.B.A.C.	Approaches to Bakers Haulover Bridge	0.576	2 @ 24 to 2 @ 26	84 to 130	10
8708-104	Dade	828	R.B.A.C.	Road 5 to Biscayne Bay	0.735	60	80	10
8711-901	Dade	90	Min. Seal	Monroe Co. Line to Road 27	25.309	20		
8714-104	Dade	7	Asph. Conc.	N. Miami to Broward Co. Line	5.421	22 & 46		1 1/2
8715-104	Dade	27	Asph. Conc.	Homestead North	1.561	58 & 32		1
8716-901	Dade	27	Min. Seal	Royal Palm State Park to Florida City	9.039	12 to 20		
8717-103	Dade	826	R.B.A.C.	Road 7 to Road 5	3.116	2 @ 24 & 2 @ 32	78 & 104	10
0402-112	DeSoto	35	Retread	Road 70 North	1.196	24 to 30		1 1/8
0402-902	DeSoto	35	Surf. Treat.	Arcadia to Brownville	4.983	20		
3001-108	Dixie	55	Retread	Section between Steinhatchee R. & Cross C.	9.236	19		1 1/8
3075-101	Dixie	349	S.B.R.M.	Demory Hill North	12.938	18	28	6
3075-103	Dixie	357	S.B.R.M.	Hines North	4.508	18	30	6
7205-109	Duval	5	Asph. Conc.	Road 15 to A. C. L. Railroad	2.720	40 & 63		1
7207-110	Duval	5	Asph. Conc.	Road A-1-A Northwest	0.860	30 to 40		1
7212-103	Duval	228	R.B.A.C.	Cassat Avenue to Edgewood Avenue	0.925	40	64	10
7214-109	Duval	200	Retread	Baldwin to Nassau Co. Line	4.550	26		1 3/8
7214-901	Duval	200	Min. Seal	Clay Co. Line to Baldwin	8.441	20 to 24		
7215-103	Duval	115	R.B.S.T.	Thomas Creek Bridge Approaches	0.142	20	38	6
7216-108	Duval	13	SA Widen, Asph. C.	Oaklawn Cemetery to San Marco Blvd.	2.400	26		9 3/4 & 1 3/4
7216-109	Duval	13	Asph. Conc.	South and West of Road 5	1.103	37 & 40		1
7217-109	Duval	21	Asph. Conc.	Cassat Ave. to Hamilton Avenue	1.404	43		1
7217-901	Duval	21	Surf. Treat.	Clay Co. Line to Ortega River	5.462	22 & 24		
7219-107	Duval	212	S.B.A.C.	Old Hogan Road to Pablo Creek	9.105	2 @ 24	77	12
7219-108	Duval	212	Alt. Types	Pablo Creek Bridge Approaches	1.280	2 @ 24	90	10 1/2 to 12 1/2
7225-105	Duval	105	R.B.S.T.	Cedar Creek Bridge Approaches	0.411	20	36	6
4800-103	Escambia	53-A	S.B.R.M.	Santa Rosa Sound to Pensacola Beach	1.00	20		4
4805-103	Escambia	292	Concrete	Bayou Chico Bridge Approaches	0.395	44 & 64	88 to 60	7 & 9-7-9

4805-104	Escambia	292	S.C.S.T.	Cervantes St. to Green Gables	1.20	40	64	6
4805-105	Escambia	292	Sand Asph.	Road 295 to Bayou Chico	1.936	28		2½
4812-901	Escambia	30	Min. Seal	Okaloosa Co. Line to Okaloosa Co. Line	5.363	20		
4821-102	Escambia	99	S.C.S.T.	Barrineau Park North	2.76	18	30	6
7301-103	Flagler	5	R.B. Sand Seal	Detours for Bridge Widening	0.074	28		6
7375-101	Flagler	305	S.B.R.M.	Deanville to Road 20	10.208	18	26	6
4902-102	Franklin	370	S.B.R.M.	Road 30 to Peninsular Point	6.900	20	30	6
5009-104	Gadsden	269	Surf. Treat.	In River Junction	0.442	18		
5011-102	Gadsden		S.C.S.T.	Driveway at Chattahoochee State Hospital	1.255	16 to 24		6
5013-101	Gadsden	270	S.C.S.T.	Greensboro to Road 269	8.375	18 & 34	30 & 34	6
5014-101	Gadsden	261	S.C.S.T.	Quincy to Georgia State Line	7.914	18 & 24	30 & 35	6
5017-101	Gadsden	159	S.C.S.T.	Havana to Georgia State Line	7.931	18	30	6
3175-101	Gilchrist	337	S.B.R.M.	Road 47 to Road 26	10.413	18	30	6
3175-102	Gilchrist	340	S.B.R.M.	Road 341 to Road 49	6.919	18	30	6
0500-102	Glades		M.B.B.R.	Streets in Moore Haven	0.270	20 & 50	34 & 70	7½
0502-108	Glades	78	Rework M.B.S.T.	North of Moore Haven	3.637	20	32	6
5102-903	Gulf	71	Min. Seal	White City to Wewahitchka	11.921	20		
5175-101	Gulf	381	S.B.R.M.	Willis Landing to Road 71	10.534	18	26	6
5175-102	Gulf		S.B.R.M.	Road 30 to Niles	1.5	34 & 18	34 & 26	6
5175-103	Gulf		S.B.R.M.	Streets in Highland View	1.634	34 & 18	34 & 34	6
5175-105	Gulf		S.B.R.M.	Streets in Oak Grove	0.699	18	34	6
3200-101	Hamilton		S.B.R.M.	Stephen Foster Memorial at White Spgs.	0.801	20	36	6
3206-104	Hamilton	6	S.B.R.M.	Jasper to Road 135	13.682	20	30	6
0600-102	Hardee		Retread	Main St. in Wauchula	0.366	36 & 38		1¾
0602-103	Hardee	62	SBRM, Widen Retr.	Manatee Co. Line to Road 35	11.555	20	30	8
0605-901	Hardee	64	Retreatment	Zolfo Springs to Road 652	4.854	20		
0605-902	Hardee	64	Surf. Treat.	Zolfo Springs to Griffins Corner	4.854	20 & 24		
0700-103	Hendry		Rework R.B.S.T.	Francisco St. in Clewiston	1.000	20	40	4
0701-106	Hendry	80	Retread	In LaBelle	0.394	20 to 36		1½
0702-101	Hendry	82	S.B.R.M.	Lee Co. Line to Collier Co. Line	1.274	20	34	6
0706-109	Hendry	29 & 78	Retread	In and adjacent to LaBelle	3.032	20 to 44		1½
0707-104	Hendry	832	Rework R.B.S.T.	Clewiston to Palm Beach Co. Line	3.345	18	38	4
0804-901	Hernando	50	Surf. Treat.	Road 45 in Brooksville East	4.450	15		
0902-103	Highlands	731	S.B.R.M.	Venus to Road 25	1.251	20	36	6
0911-107	Highlands	66	S.B.R.M.	In DeSoto City	0.884	24	40	6
0913-103	Highlands	621	S.B.R.M.	In Lake Placid and West of Sunvale	1.276	20 & 30	32 & 42	6
0975-101	Highlands	66	S.B.R.M.	DeSoto City to Lorida	10.830	24	40	6
1000-107	Hillsborough	674	Retread	Road 45 East	5.000	16		1¼
1000-108	Hillsborough	41	Retread	Harney Road in Tampa	2.80	19 & 18½		1½
1000-109	Hillsborough	60	Retread	Memorial Drive in Tampa	3.23	16 to 29½		1½
1000-111	Hillsborough		S.B.R.M.	Road 35 to Road 524 in Plant City	5.11	15 to 19		1½
1000-112	Hillsborough		R.B.B.R. Widen	Road 580 to Seminole Race Track	1.137	24		9½
1001-105	Hillsborough	43	Rework R.B.S.T.	Road 60 South	10.511	22	30	6
1002-103	Hillsborough	685	Asph. Conc.	Harrison St. to Hillsborough Ave.	2.950	36 to 48		1¾
1004-901	Hillsborough	45	Drainage	Nebraska Ave. and Linebaugh Ave.				
1004-104	Hillsborough	45	Conc. Widen	Tampa to Pasco Co. Line	9.723	2 @ 2		10
1013-103	Hillsborough	600	Retread	Gandy Bridge	2.565	24		1½
5201-110	Holmes	10	S.C.S.T.	In Bonifay	0.561	64	80	9
5300-107	Jackson		S.C.S.T.	Caverns State Park Road	1.434	18	28	6
5307-103	Jackson	2	Surf. Treat.	Cowarts Creek to Malone	5.426	20		

DIVISION OF PLANS AND SURVEYS
PLANS FOR ROADS—1947 AND 1948

STATE JOBS (Continued)

State Job No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
						Pavement	Roadbed	
5307-109	Jackson	2	Drainage	East of Campbellton				
5320-101	Jackson		S.C.S.T.	Driveways at Fla. Industrial School		16 to 20	24	6
5401-108	Jefferson	10	S.A. Widen Asph. Conc.	Monticello to Aucilla River	9.109	24		12 & 2
1101-105	Lake	44	R.B.S.T.	Sumter Co. Line to Leesburg	4.161	24 & 43	40 to 70	6 & 8
1105-105	Lake	19 & 44	Asph. Conc.	In Eustis	1.75	30 to 46		2
1201-113	Lee	45	Rework R.B.B.R.	Charlotte Co. Line to Road 78	6.663	24	34	7
1202-108	Lee	80	S.B.R.M.	Olga to Hendry Co. Line	7.477	24	40	6
1204-104	Lee	867	R.B.S.T.	McGregor Blvd. in Ft. Myers	0.985	36	60	6
1207-102	Lee	82	Retread	In Ft. Myers	0.501	39 to 44		1 1/8
1275-101	Lee	82	S.B.R.M.	Buckingham to Hendry Co. Line	8.652	20	34	6
5502-111	Leon	10	Asph. Conc.	Tennessee St. in Tallahassee	0.064	43		
5504-106	Leon	61	S.C. Widen, Asph. Conc.	S. Monroe St. in Tallahassee	0.996	56	66	10 & 2
5504-108	Leon	61	Asph. Conc.	Monroe St. in Tallahassee	0.165	56		1 1/2
5505-106	Leon	61	Asph. Conc.	Monroe St. in Tallahassee	0.305	56 & 40		1 1/2
5506-106	Leon	10	Asph. Conc.	Tennessee St. in Tallahassee	0.080	43		1 1/2
5510-101	Leon	363	S.C.S.T.	S. Adams St. in Tallahassee	2.355	24 & 40	40 & 62	8
5511-104	Leon	155	S.C.S.T.	Ga. State Line South	13.890	18	30	6
5516-104	Leon	371	S.C.S.T.	Woodward Ave. in Tallahassee	0.726	40 & 24	60 & 40	8
5518-109	Leon		Surf. Treat.	Streets at Fla. A. & M. College				
5518-110	Leon		Surf. Treat.	Driveways at Fla. Highway Patrol Sta.				
5518-111	Leon		Surf. Treat.	Driveways at State Chemistry Building				
5518-113	Leon		S.C.S.T.	Parking Area at SRD Building				
5520-102	Leon	154	Surf. Treat.	Meridian Road to Bradfordville	4.42	20		
5522-101	Leon		S.C.S.T.	Call St. at Fla. State University	0.45	24	40	6
5575-101	Leon	373	S.C.S.T.	Wakulla Co. Line North	9.976	18	24	6
5575-102	Leon		S.C.S.T.	Road 373 to Road 61	1.367	18	24	6
5575-103	Leon		S.C.S.T.	Road 61 to Old St. Augustine Road	6.00	18	24	6
5575-104	Leon	71	S.C.S.T.	Micosukee Road N. E. of Tallahassee	9.25	18	24	6
5575-105	Leon	151	S.C.S.T.	Centerville Road-Micosukee	8.95	18	24	6
5575-106	Leon	352	S.C.S.T.	Road 155 to Road 61 at Iamonia	5.97	18	24	6
5575-107	Leon		S.C.S.T.	Lake Iamonia to Road 352	1.25	18	24	6
5575-108	Leon		S.C.S.T.	Tharpe St. to Lake Jackson	6.64	18	24	6
5575-109	Leon		S.C.S.T.	Road 10 to Road 63	4.75	18	24	6
3405-105	Levy	55	Asph. Conc.	Citrus Co. Line to Lebanon	10.089	22		1 1/4
3405-106	Levy	55	Retread	Otter Creek to Chiefland	12.488	26		1 3/8
5602-106	Liberty	67	S.C.S.T.	Lake Mystic to Bristol	5.087	20	30	6
3503-901	Madison	20	Min. Seal	Taylor Co. Line to Jefferson Co. Line	5.792	22		
1301-115	Manatee	45	Retread	Manatee River to Road 43	0.819	30 & 48		1 1/8
1303-104	Manatee	45	Retread	In Palmetto	0.505	30		1 1/8
1304-104	Manatee	684	SBRM Widen, Retr.	Bradenton Beach to Sarasota Bay Bridge	0.179	22 to 32		8 & 2 1/2
1306-103	Manatee	62	SBRM Widen, Retr.	Parish to Hardee Co. Line	19.231	20		8 & 2
1308-103	Manatee	684	SBRM Widen, Retr.	Bradenton Beach to Anna Maria	5.855	16 to 40		8 & 1 1/2
1311-101	Manatee	675	S.B.R.M.	Relocation at Manatee River	0.365	20	32	6

8901-904	Martin	5	Grade Shoulders	Hobe Sound North	4.697	24		
8906-901	Martin	76	Min. Seal	South and West of Stuart	15.046	20		
8907-901	Martin	710	Min. Seal	Okeechobee Co. Line Southeast	11.314	20		
7400-103	Nassau		S.B.R.M.	Around C.A.A. Airport at Fernandina	1.651	18	28	6
7403-105	Nassau	15	Extend Struct.	Duval Co. Line to Ga. State Line				
7404-107	Nassau	200	Retread	Duval Co. Line to Callahan	14.418	24 & 26		1 1/8
7405-101	Nassau	107	S.B.R.M.	Littlefields Camp to F. A. S. 56 (1)	0.744	18	28	6
7406-108	Nassau	200	R.B.B.R.	Amelia River Bridge Approaches	0.967	24	40	9 1/8
7407-102	Nassau	115	R.B.S.T.	Thomas Creek to Callahan	5.072	20	38	6
5703-904	Okaloosa	30	Min. Seal	Santa Rosa Co. Line to Fort Walton	7.398	20		
3711-101	Okaloosa		S.B.R.M.	Fort Walton to Wright	4.31	18	30	6
5714-103	Okaloosa	30 Alt.	S.B.R.M.	Destin East	1.907	18	30	6
9106-901	Okeechobee	710	Min. Seal	Martin Co. Line Northwest	4.427	20		
7505-105	Orange	50	R.B.A.C.	Colonial Drive in Orlando	1.669	64	90	10
7508-104	Orange	15	R.B.S.T.	Gore Ave. in Orlando	0.495	24	44	8
7512-103	Orange	436	Retread	Apopka East	2.302	17 to 20		1 1/8
7514-101	Orange	520	Grading	Bithlo Southeast	5.123	24	40	
7517-102	Orange	448	Retread	Lake Co. Line East	0.800	18		1 1/8
7517-901	Orange	448	Min. Seal	Road 500 West	1.562	18		
7518-101	Orange	437	S.B.R.M.	Plymouth South	5.909	18 & 34	28 & 34	6
9200-103	Osceola		S.B.R.M.	Road 500 West along Hickory Tree Road	1.45	18	32	6
9203-	Osceola	15 & 500	Storm Sewer	In St. Cloud				
9203-104	Osceola	500	Asph. Conc.	Kissimmee to Brevard Co. Line	37.99	17 to 27		1
9204-101	Osceola	530 & 535	Asph. Conc.	Kissimmee to Orange Co. Line	7.207	17		1 1/2
9207-104	Osceola	60	S.B.R.M.	Polk Co. Line to Indian River Co. Line	21.736	20	30	3, 4 & 6
9209-101	Osceola	530	Asph. Conc.	Road 535 West	7.176	16		1 1/2
9300-106	Palm Beach		R.B.S.T.	Road 18 to State Prison Farm	0.5	16	26	8
9301-105	Palm Beach	5	Asph. Conc.	Delray Beach South	3.009	24		2 1/2
9301-106	Palm Beach	5	A.C. with Binder	Through Lantana	1.290	54		2 3/4
9302-107	Palm Beach	5	R.B.A.C.	Riviera to Lake Park	2.396	64	80	10 1/2
9302-109	Palm Beach	5	A.C. with Binder	In West Palm Beach	1.939	45 & 54		2 1/2
9302-110	Palm Beach	5	A.C. with Binder	In West Palm Beach	0.141	28		2 1/2
9303-102	Palm Beach	806	Rework R.B.S.T.	Road 7 to Delray Beach	8.226	22	32	8
9304-108	Palm Beach	5	R.B.A.C.	In Lake Park	0.853	64	72 & 80	10 1/2
9305-103	Palm Beach	805	A.C. with Binder	Road 5 to Road 80	5.945	44 to 54		2 3/4
9306-106	Palm Beach	A-1-A	R.B.A.C.	Gulfstream to Ocean Ridge	1.840	24	40	9
9306-108	Palm Beach	A-1-A	Rework R.B.S.T.	In Boynton	1.326	20 & 28		6
9306-109	Palm Beach	A-1-A	Rework R.B.S.S.	In Delray Beach	1.037	24 to 52		6
9306-110	Palm Beach	A-1-A	R.B.A.C.	Lantana South	0.828	24	36	7
9308-106	Palm Beach	703	R.B.A.C.	Singer Island Bridge Approaches	0.676	24	40	10
9310-109	Palm Beach	25	Asph. Conc.	Hendry Co. Line to South Bay	12.436	20		3
9311-112	Palm Beach	80	R.B.S.T. Widen	South Bay to Road 827	10.308	22	32	8
9311-113	Palm Beach	80	Retread	In Belle Glade	0.122	68		1 1/8
9313-109	Palm Beach	15	Retread	Belle Glade to Pahokee	12.489	20 & 49		1 1/8
9318-104	Palm Beach	802	Rework R.B.S.T.	Green Acres City to Lake Worth	3.633	18 & 26		6
9320-11	Palm Beach	804	Asph. Conc.	Road 5 to Ocean	0.577	20 to 41		2
9326-101	Palm Beach	808	R.B.A.C.	In Boca Raton	0.236	40 & 60	70	8
9375-102	Palm Beach	80	R.B.S.T.	Southern Blvd. Bridge Approaches	0.520	24 & 28	40 & 44	8
9375-103	Palm Beach	A-1-A	R.B.S.T.	Lantana Ave. Bridge Approaches	0.241	28 to 44	40 to 56	8
9375-104	Palm Beach	809	R.B.S.T.	Congress Ave. Bridge Approaches	0.241	24	40	8
1400-101	Pasco		R.B.A.C.	Main St. in New Port Richey	0.275	24	40	10
1400-102	Pasco		R.B.A.C.	Road 55 to Blvd. St. in New Pt. Richey	0.331	24	40	10
1401-103	Pasco	45	Conc. Widen	Hillsborough Co. Line North	0.189	2 @ 2		10
1403-113	Pasco	55	Retread	New Port Richey to Port Richey	2.630	16 to 50		1 1/8
1409-106	Pasco	54	Singals	SAL in Zephyrhills				
1500-102	Pinellas	360	S.B.B.R.	Bellair Beach Causeway	1.352	20	36	9

DIVISION OF PLANS AND SURVEYS

PLANS FOR ROADS—1947 AND 1948

STATE JOBS (Continued)

State Job No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
						Pavement	Roadbed	
1501-111	Pinellas	55	Retread	Road 687 to Tyrone Blvd. in St. Pete.	4.660	24 to 60		1½
1503-901	Pinellas	686	Surf. Treat.	Largo to Road 693	3.632	17 to 40		
1600-105	Polk	540	SBRM Widen, SBRM Retread	Road 60 to Road 540	4.885	22		10½ & 2½
1602-110	Polk	600	RB Widen, Asph. C.	Auburndale to Lake Alfred	4.128	24		13½ & 1½
1602-111	Polk	600	RB Widen, Asph. C.	Lake Alfred to Haines City	5.598	24 & 40		13½ & 1½
1603-110	Polk	35 & 555	Retread	In Bartow	0.188	24 & 38		1½
1603-111	Polk	555	Retread	Winter Haven to Lake Alfred	2.440	22 to 40		1½
1605-103	Polk	600	Conc. Widen	Haines City to Osceola Co. Line	9.935	2 @ 2		9
1606-104	Polk	35	Retread	In Bartow	0.268	45 & 30		1½
1608-104	Polk	540	S.B.R.M.	Eagle Lake East	1.153	16	24	6
1611-107	Polk	60	Retread	In Bartow	1.651	30 & 48		1½
1613-107	Polk	60	SBRM Widen, SBRM Retread	Kissimmee River West	12.502	22	34	8 & 2½
1613-108	Polk	60	R.B.S.T.	In Lake Wales	0.304	22	40	6
1613-109	Polk	60	R.B.S.T.	Hesperides East	4.328	22	40	6
1615-104	Polk	630	S.B.R.M.	Frostproof East	6.148	20	36	6
1615-105	Polk	630	SBRM Widen & SBRM Retread	Road 60 West	1.642	20	32	8 & 2½
1615-901	Polk	630	Retreatment	Southwest of Road 60	6.406	20		
1625-105	Polk	37	RBBR Widen, RBBR	Mulberry to Lakeland	8.439	24	32 to 40	11 & 7
7801-106	St. Johns	5	R.B. Widen, Asph. C.	Flagler Co. Line to St. Augustine	15.863	22 & 44		12 & 2
9401-109	St. Lucie	5	Asph. Conc.	In Fort Pierce	1.348	40 to 60		2½
9403-105	St. Lucie	70	Asph. Conc.	In Fort Pierce	0.688	43		2
9403-901	St. Lucie	70	Min. Seal	Okeechobee Co. Line to Fort Pierce	24.780	16 to 18		
9405-106	St. Lucie	A-1-A	SB Widen, SB Retr.	Indian River to Atlantic Ocean	1.835	24		8 & 2
9406-104	St. Lucie	A-1-A	R.B.S.T.	Fort Pierce to Atlantic Ocean	2.003	18	30	6
9407-105	St. Lucie	68	Asph. Conc.	Road 5 West	0.686	43		2
9409-102	St. Lucie		R.B.S.S.	Ft. Pierce Farmers Market				6
5800-104	Santa Rosa	53-A	S.B.S.T.	Road 30 to Santa Rosa Sound	0.50	20	30	4
5800-105	Santa Rosa		Retread	Alabama St. in Milton	0.584	18 to 20		1½
5803-902	Santa Rosa	30	Min. Seal	Okaloosa Co. Line West	0.30	20		
5807-103	Santa Rosa	197	S.C.S.T.	Form S-242 (1) to Road 89	1.371	18	30	6
5809-102	Santa Rosa	191	Surf. Treat.	Coldwater Creek to Munson	12.341	18		
5814-101	Santa Rosa	399	S.B.R.M.	Road 30 to Town Point	1.846	18	30	6
1700-101	Sarasota		R.B.B.R.	Driveways at Ringling Art Museum		40	156	7½
1704-104	Sarasota	775	Retread	Charlotte Co. Line to Englewood	1.179	16		1½
1707-102	Sarasota	72	S.B.R.M.	DeSoto Co. Line West	0.125	18	30	6
1711-102	Sarasota	782	Retread	Road 789 to Road 45	0.958	24		1½
7700-103	Seminole		Asph. Conc.	In Sanford	2.450	24		2
7701-109	Seminole	15 & 600	Asph. Conc.	Sanford to Volusia Co. Line	3.826	22 to 40		1½
7704-107	Seminole	46	Asph. Conc.	Sanford to Lake Jessup	5.866	11 to 24		2
7704-903	Seminole	46	Min. Seal	Lake Jessup to Volusia Co. Line	9.892	20		
7705-106	Seminole	415	Asph. Conc.	St. Johns River West	1.500	16 to 18		2
7706-104	Seminole	426	Retread	Lake Co. Line to Oviedo	6.898	18 to 41		1½
7708-104	Seminole	434	S.B.R.M.	Gabriella to Road 600	6.89	18	28	6

1806-104	Sumter	48	Rework R.B.S.T.	Withlacoochee River to Bushnell	10.134	20	30	6
1807-103	Sumter	44	R.B.S.T.	Wildwood to Bamboo Junction	4.716	22	34	6
1808-102	Sumter		R.B.S.T.	Farmers Market at Webster				6
3704-109	Suwannee	249	Retread	Branford North	6.320	19 to 57		1 1/8
3706-106	Suwannee	51	S.B.R.M.	Houston St. in Live Oak	0.555	20	30	6
3775-101	Suwannee	250	S.B.R.M.	Suwannee River to Road 51	12.055	18	30	6
3775-102	Suwannee	136	S.B.R.M.	Live Oak to Columbia Co. Line	11.500	18	30	6
3802-901	Taylor	20	Min. Seal	Perry to Madison Co. Line	16.474	27 & 20		
3805-103	Taylor	361	S.B.R.M.	Road 361 to Jug Island and Dekle Beach	2.307	16	26	6
3805-902	Taylor	361	Min. Seal	Road 55 South	9.844	20		
3809-103	Taylor	30	Rework RBST	Hampton Springs Northwest	12.471	16		6
7901-107	Volusia	5	Cone. Widen	Hallandale to Daytona Beach	3.551	2 @ 2		10
7901-108	Volusia	5	R.B.B.R.	Bridge Widening Transitions		24	40	9
7904-109	Volusia	15 & 600	Asph. Conc.	Seminole Co. Line North	0.465	22 & 24		1 1/2
7904-110	Volusia	15 & 600	Concrete	North of Deland	0.827	43	100	7
7905-112	Volusia	15	Concrete	Road 600 North	0.175	43	100	7
7907-107	Volusia	40	Retread	New Smyrna Beach West	14.147	16 to 36		2 1/4
7908-104	Volusia	A-1-A	R.B.A.C.	Broadway Bridge Approaches	2.366	Varies	Varies	10
7908-107	Volusia	A-1-A	RB Widen, Asph. C.	Volusia Ave. in Daytona Beach	0.250	66 to 72	100	10 & 2
7913-102	Volusia	A-1-A	Retread	Road 5 to Atlantic Ocean	1.720	20 & 24		1 1/8
7913-102	Volusia	A-1-A	Retread	New Smyrna Beach to Coronado Beach	1.720	20 & 24		1 1/8 & 2 1/4
7914-902	Volusia	46	Min. Seal	Brevard Co. Line North	0.500	20 to 24		
5975-101	Wakulla	375	S.B.R.M.	Sopchoppy to Leon County Line	26.36	18	28	6
6001-105	Walton	10	S.C.S.T.	In DeFuniak Springs	1.090	52	80	8
6002-105	Walton	30	SBRM Retread	Road 83 to Point Washington	4.469	20		2
6003-901	Walton	20	Min. Seal	Okaloosa Co. Line to Freeport	16.801	20		
6011-102	Walton	66 & 51	S.B.R.M.	Seagrove Beach to Road 30	4.882	18	30	6
6101-109	Washington	10	Retread	In Chipley	0.483	35		1 1/8
6108-106	Washington	77	Retread	In Chipley	0.329	35 to 50		1 1/8

PLANS PREPARED BY BRIDGE DIVISION 1947-1948 F. A. PROJECTS:

Road No.	Section Job	F. A. PROJ.	County	Name of Structure	Rdwy Width	Side Walks	Roadway Length New Construction Simple Structures		Total Length in Feet	No. Strcs
							All Conc. or Conc. & Steel	Conc. or Conc.—stl deck on Timber Piles		
846	0302-201	S-163 (1)	Collier	Bridges, Immokalee to Hendry Co.	24'			450	450	6
76	8906-202	S-188 (4)	Martin	Bridge S. Fork St. Lucie R.	28'		165		165	1
73	4704-201	S-134 (2)	Calhoun	Juniper Cr. Brdg.	24'		150		150	1
55	3001-203	F-016-2 (1)	Dixie	Bridges W. of Cross City	28'		543		543	6
105	7225-201	S-173 (1)	Duval	Shad & Haulover Cr. Brdgs.	28'		364		364	2
5	9401-202	FI-136 (1)	St. Lucie	Taylor Cr. Brdg.	64'		165		165	1
29	0509-201	S-23 (1)	Glades	Bridges—Harrisburg to La Belle	35'		315		315	6
196	4809-201	S-87 (1)	Escambia	Br. at Sta. 258	24'		105		105	1
99	4821-201	S-69 (1)	Escambia	Br. at Sta. 608	24'		120		120	1
2	5307-202	S-9 (2)	Jackson	Brs.—Marshall & Cowart Creeks	24'		1550		1550	2
218	7112-201	S-34 (1)	Clay	Black Creek Br.	24'		210		210	1
675	1311-201	S-31 (1)	Manatee	Brs. East of Parrish	24'		720		720	9
2	5710-201	S-213 (1)	Okaloosa	Yellow River Br.	24'		1217		1217	1
33	1607-301	FAGM-71(1)	Polk	SAL Overpass, Polk City	28'	2@3'	322		322	1
9	8724-203	UI-026-1 (3)	Dade	Brdgs.—Snake Cr. & Biscayne Canal	28'		660		660	4
5	7903-201	UI-60 (6) 2	Volusia	Widening Br.—Halifax Canal	78'	2@6'	42		42	1
388	4607-201	S-58 (1)	Bay	Bridges—Crooked & Burnt Mill Creeks	24'		526		526	2
55	1515-302	FG-025-1 (5)	Pinellas	SAL O'Pass @ Coachman	28'		188		188	1
15	7208-206	F-003-7 (1)	Duval	Brs. 6-Mi-Creek & Trout River	28'		328		328	2
72	0406-201	S-5-(2)	DeSoto	Horse Cr. Br.	24'		375		375	1
TOTALS—20 FED. AID PROJECTS							8065	450	8515	50

PLANS PREPARED BY BRIDGE DIVISION 1947-1948 STATE PROJECTS:

Road No.	Section Job	County	Name of Structure	Roadway Width	Side-Walks	Roadway Length New Construction		Total Length in Feet	No. Structures
						Simple Structures	Movable & Long Span Bridges Steel—Conc.		
						All Conc. or Conc. & Steel	Conc. or Conc.—Steel Desk on Timber Piles		
93	4805-102	Escambia	Bayou Chico Bridge	44'	2@6'	240'		D.B. 165'	1
16	7806-901	Clay	St. Johns Repairs—Shands Bridge Fenders						
200	7406-107	Nassau	Amelia River Bridge	28'		372'		D.B. 165'	1
5	8901-108	Martin	Widen Exist. Brs.	28'		95'			4
5	9401-106	St. Lucie	Widen Exist. Bridges	28'		428'			12
5	8801-106	Indian R.	Widen Exist. Bridges	28'		290'			4
125	2704-103	Baker	Middle Prong St. Mary's R.	24'		285'			1
115	7407-102	Nassau	Thomas Creek Bridges	24'		315'			2
5	7001-104	Brevard	Widen Exist. Bridges	28'		162'			4
5	7002-115	Brevard	Widen Exist. Bridges	28'		127'			4
402	7016-108	Brevard	Indian River at Titusville	24'	2@3'-6''	1694'		S.S. 222	2
17	1602-111	Polk	Widen Existing Bridge	28'		21'			1
5	7901-108	Volusia	Reconstruct. Exist. Br.	28'		180'			1
5	7301-103	Flagler	Widen or Reconstruct. Existing Bridges	28'		394'			7
5	7403-105	Nassau	Widen Exist. Bridges	28'		531'			12
212	7219-108	Duval	Twin Bridges—Big Pottsburg Creek	28'		420'			2
5	9304-108	Palm Beach	Earman River Bridge	56'		144'			1
105	7225-105	Duval	Cedar Creek on Heckscher Drive	28'		512'		S.B. 80	1
80	1202-108	Lee	Replace Exist. Br.—Sta. 949	28'		105'			1
50	0800-102	Hernando	Withlacoochee R. Br.	24'			135		1
55	1403-114	Pasco	Pithlachascotee R. Br.	28'		132'		S.B. 85	1
212	7219-109	Duval	Twin Brs.—Pablo Creek	28'		700'		D.B. 330	2
A1A	8706-110	Dade	Bakers Haulover Br.	56'	2@6'	552'		C.P.G.1056	1
*	8675-101	Broward	Andrews Ave. Br., Ft. Lauderdale	40'	2@6'-6''	34'		D.B. 113	1
520	7010-104	Brevard	Ramp to Cocoa Beach	24'			100		1
10	5801-106	Santa Rosa	Saultsman Bayou Bridge	28'		330'			1
358	3002-102	Dixie-Taylor	Steinhatchee R. Br.	12'		200'		S.S. 128'	1
A-1A	7803-110	St. Johns	Hospital Creek Bridge	28'	2@3'-6''	264'			1
5	7801-108	St. Johns	San Sebastian R. Bridge	33'	1@4'-9'' 1@7'-9''	238'			1
225	2811-101	Bradford	Bridges, Rd. 16 to Lawtey	24'		120'			2
66	0911-105	Highlands	Misc. Bridges	28'		865'			5
63	5002-110	Gadsden	Widen Existing Bridge	28'		22'			1
63	5501-102	Leon	Widen or Reconstruct. Exist. Bridges	28'		40'			2
10	5501-103	Leon	Widen or Reconstruct. Exist. Bridges	28'		240'			4
10	5401-110	Jefferson	Widen or Reconstruct. Exist. Bridges	28'		275'			3
5	7301-103	Flagler	Widen Exist. Structure	28'		228'			1
5	7801-107	St. Johns	Widen Exist. Structures	28'		240'			2
5	7802-105	St. Johns	Widen Exist. Structures	28'		129'			3
99	4821-102	Escambia	Alligator Creek Bridge	24'		120'			1
*	7200-102	Duval	Ramp Atlantic Blvd., Jax. B.	24'					1
518	7012-102	Brevard	Concrete Bulkheads, Eau Gallie					T105	1
57-3	5813-101	Santa Rosa	Pelican Bayou Bridge	24'			60		1
60	1613-109	Polk	Walkin Water Creek Brs.	28'		339'			2

NOTES: D.B. = Double Leaf Bascule S.B. = Single Leaf Bascule
S.S. = Swing Span CPG = Continuous Plate Girders T = Timber
H.R.M. = Hinged Removable Span * County Road Not On State System
In addition to the above list, 62 detail drawings were prepared for temporary bridges, culverts, headwalls, approach slabs, maintenance details, etc.

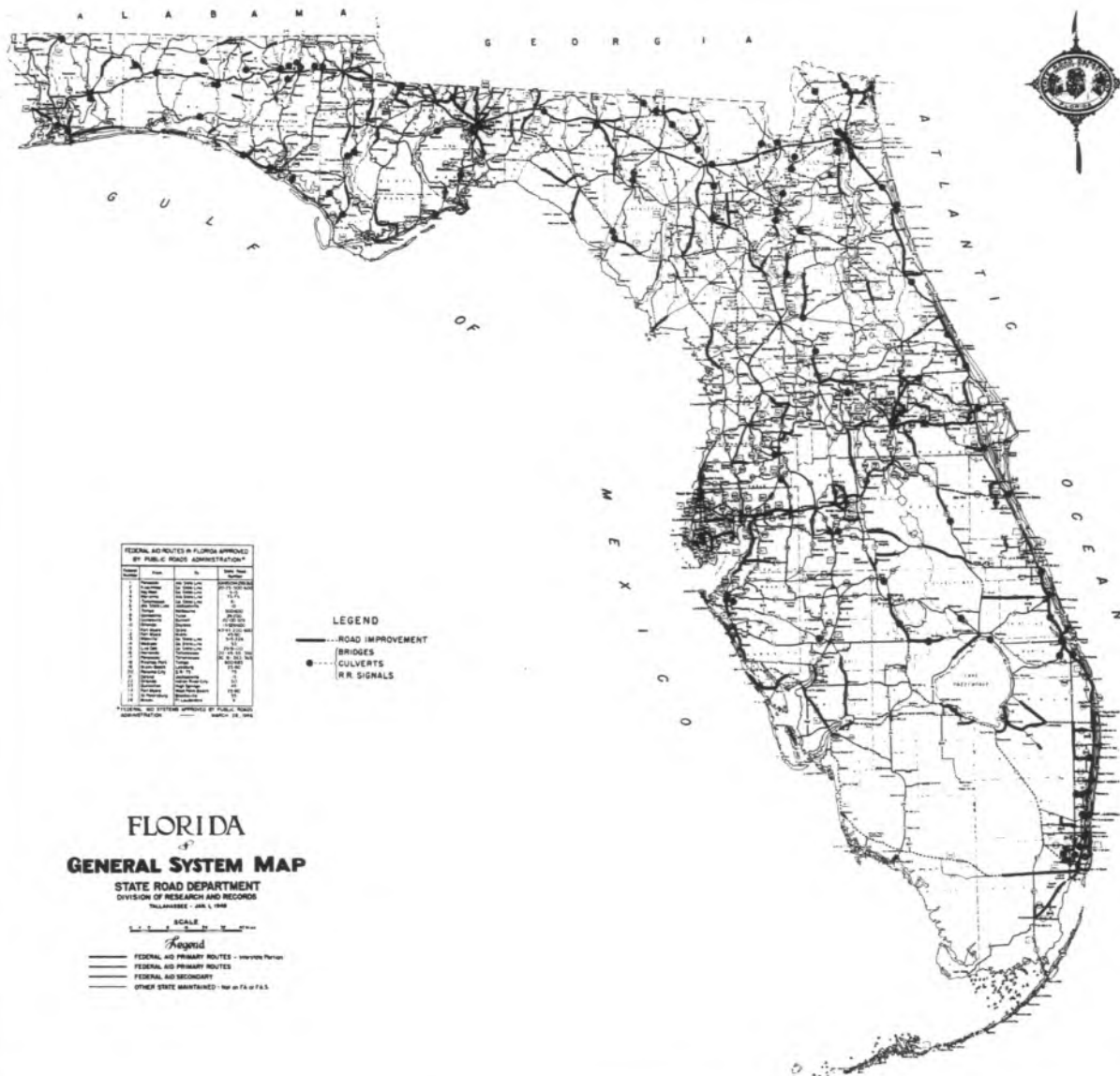
PLANS PREPARED BY BRIDGE DIVISION 1947-1948

STATE PROJECTS:

Road No.	Section Job	County	Name of Structure	Roadway Width	Side-Walks	Roadway Length New Construction			Total Length in Feet	No. Structures
						Simple Structures		Movable & Long Span Bridges Steel—Conc.		
						All Conc. or Conc. & Steel	Conc. or Conc.—Steel Deck on Timber Piles			
51	3706-108	Suwannee	RipRap for Luraville Brs.							
A-1-A	7210-902	Duval	Fenders for Pablo Cr. Br.							
A-1-A	8903-903	Martin	Reconstr. E. Bascule—Hobe Sound	20				D.B. 65	65	1
220	7114-102	Clay	Swimming Pen Cr. Bridge	24		300'			300	1
82	1207-101	Lee	Miscellaneous Bridges	24			195'		195	4
82	0305-101	Collier	Miscellaneous Bridges	24			105'		105	2
*	1500-102	Pinellas	Clearwater Harbor Br.	24	2@3'	1552'		D.B. 148'	1700	2
867	1204-104	Lee	Widen Br. in Ft. Myers	36	2@7'	28'			28	1
*	9200-102	Osceola	Reconstr. Boggy Cr. Bridge	20					T91	1
69	4775-101	Calhoun	Mill Cr. Bridge	24			200		200	1
73	4775-102	Calhoun	Cypress Cr. Bridge	24			275		275	1
159	5017-101	Gadsden	Swamp & Attapulugus Cr. Brs.	24		451'			451	2
46	7704-108	Seminole	Lake Jessup Bridge	28		482			482	1
305	7375-101	Flagler	Brs. Deanville to Rd. 90	24			978'		978	9
535	9204-101	Osceola	Widen Exist. Bridge	24		14			14	1
80	9375-102	Palm Beach	So. Blvd. Br. over Lake Worth	28	2@3'-6"	1152		D.B. 165'	1317	2
*	5575-104	Leon	Br. on Miccosukee Rd.	24			75		75	1
*	5575-101	Leon	Brs. over Munson & Fishers Crs.	24			125		125	2
*	5575-102	Leon	SAL Overpass	24			126		126	1
349	3075-103	Dixie	Bridges S. of Oldtown	24			176		176	2
809	9375-105	P. Beach	Bridge W.P. Bch. Canal—Military Trail	28	1@4'	140		H.R.M. 33'	173	1
*	9375-104	P. Beach	Bridge W.P. Bch. Canal—Congress Ave.	28	1@4'	168		H.R.M. 33'	201	1
*	9375-103	P. Beach	Lantana Br. over Lake Worth	28	2@3'-6"	648		D.B. 165'	813	1
			TOTALS FOR 66 STATE PROJECTS			16,318	2,550	2,953	22,017	138
			TOTALS FOR 20 F. A. PROJECTS			8,065	450		8,515	50
			GRAND TOTALS FOR STATE & F. A. BRIDGE PROJECTS			24,383	3,000	2,953	30,532	183

NOTES: D.B. = Double Leaf Bascule S.B. = Single Leaf Bascule
 S.S. = Swing Span CPG = Continuous Plate Girders T = Timber
 H.R.M. = Hinged Removable Span *County Road Not On State System

In addition to the above list, 62 detail drawings were prepared for temporary bridges, culverts, headwalls, approach slabs, maintenance details, etc.



LOCATION OF JOBS COMPLETED IN 1947 & 1948

Approximately 470 jobs completed in this biennium are described in the following nine pages. The heavy line and dots on the above General System Map show where and how much of the State Maintained System was improved. This reflects improvements which were completed and not the \$15,000,000 of work under way and in various stages of completion. Approximately one-fourth of the 8950-mile State Maintained System was improved in 1947 and 1948.

**DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1947 THROUGH DECEMBER 31, 1948**

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Jefferson	59	5406-104	S. C. S. T.	8.9	Wacissa to Lloyd	Peacock Con. Co.	12/45	1/47	\$ 44,174.89
Leon	155	5511-103	S. C. S. T.	15.9	Tallahassee to Ga. State Line	Leon County	4/46	1/47	10,167.00
Okaloosa	30	5703-108	SBRM Retread	5.1	Between East Pass & Walton Co. Line	Smith Eng'r. & Const. Co.	12/46	1/47	35,571.08
Okaloosa	30	5703-109	SBRM Retread	2.0	Between East Pass & Walton Co. Line	Smith Eng'r. & Const. Co.	12/46	1/47	4,757.87
Okaloosa	85	5704-105	SBRM Retread	1.5	SR 397 to Niceville	Smith Eng'r. & Const. Co.	12/46	1/47	10,046.82
Santa Rosa	30	5803-106	SBRM Retread	3.5	SR 87 to Okaloosa Co. Line	Smith Eng'r. & Const. Co.	12/46	1/47	9,330.61
Walton	30	6002-104	Retread	4.3	Okaloosa Co. Line to 4 mi. East	Smith Eng'r. & Const. Co.	12/46	1/47	29,895.72
Walton	83	6004-902	Seawall		Choctawhatchee Bay Fill	State Forces	7/46	1/47	90,042.00
Franklin	30	4904-106	Remove Bridges	51'	Between Carrabelle & St. Teresa	State Forces	12/46	2/47	11,400.00
Franklin	30	4901-904	Seawall		Apalachicola Bay Fill	State Forces	1/46	2/47	29,045.00
Leon	20	5508-105	Culvert		In Tallahassee	State Forces	11/46	2/47	9,417.00
Leon	151	5513-102	S. C. S. T.	9.0	Tallahassee to 9 mi. N. E.	Glen G. Searing	4/47	4/47	15,305.06
Calhoun	71	4702-107	Remove Bridges	126'	Between Gulf Co. Line & Chipola River	Coggin & Deermont	8/46	5/47	67,707.93
Escambia	30	4810-103	Bridge	Storm Damage	Pensacola Bay Bridge	Hardaway Const. Co.	9/46	5/47	236,476.00
Gulf	22	5103-103	Retread	3.0	Bay Co. Line to 3 mi. East	Faulk & Coleman	9/46	5/47	18,512.08
Santa Rosa	87	5805-202	S. C. S. T.	1.2	SR 10 to North Limits Milton	Covell Const. Co.	8/46	5/47	53,691.65
Santa Rosa	191	5809-201	S. C. S. T.	0.2	In Milton	Covell Const. Co.	8/46	5/47	5,769.47
Santa Rosa		5812-101	S. C. S. T.		Parking Area at Farmers Market at Jay	State Forces	11/46	5/47	6,000.00
Wakulla	377	5903-104	Widen & Retread	3.8	Ocklocknee River to 3.8 mi. North	Marion Const. Co.	9/46	5/47	32,945.18
Bay	30	4602-107	Electric Equipment		East & West Bay Bridge	Hendry Const. Co.	9/46	6/47	54,053.20
Calhoun	71	4702-106	Bridge & Approach	695' 721'	Chipola River	Patton, Dunn & Kershaw	1/46	6/47	170,745.75
Escambia	4	4814-105	S. C. S. T.	9.2	Davisville to Byrnnville	Smith Eng'r. & Const. Co.	10/46	6/47	61,253.52
Escambia	62	4814-301	Signals		L. & N. R. R. at Century	L. & N. R. R. Co.	6/47	6/47	8,000.00
Leon		5500-102	SBRM	3.4	Lake Jackson to Gadsden Co. Line	Leon County	10/46	6/47	18,160.00
Walton	20	6003-105	Remove Bridges	129'	On SR 20	Smith Eng'r. & Const. Co.	12/46	6/47	16,371.11
Washington	Road Co.	6100-102	Bridge	300'	Reddick Br. over Alligator Cr.	State Forces	11/46	6/47	9,753.15
Washington	Road	6100-103	Bridge	280'	Alligator Cr. Bridge & Approach	State Forces	11/46	6/47	8,697.25
Escambia	399	4800-103	SBRM Surface	1.000	Santa Rosa Sound Br. to Pensacola Beach	Smith Eng'r. & Const. Co.	4/47	7/47	13,795.70
Gadsden	10	5001-106	Widen & Retread	0.9	SR 267 to SR10	Faulk & Coleman	9/46	7/47	44,057.62
Gadsden	12	5002-108	Retread	0.5	In Quincy	Faulk & Coleman	9/46	7/47	5,159.32
Gadsden	10	5003-102	Retread	0.1	In Quincy	Faulk & Coleman	9/46	7/47	1,147.68
Gulf	71	5102-902	Mineral Seal	11.9	Between Port St. Joe & Wewahitchka	Smith Eng'r. & Const. Co.	7/47	7/47	9,057.43
Holmes	2	5205-104	S. C. S. T.-M. S.	3.0	Walton Co. Line to SR 81	State Forces & Coggin & Deermont	10/46	7/47	5,951.02
Jackson	Co. Road	5300-104	S. C. S. T.-M. S.	8.4	SR 347 to SR 69	State Forces	9/46	7/47	52,338.00
Jackson	164	5318-101	S. C. S. T.-M. S.	3.5	SR 71 to Old SR 519	State Forces	11/46	7/47	65,033.00
Okaloosa	4	5708-103	Bridge	776'	Blackwater Creek Bridge	Moore Const. Co.	1/46	7/47	81,152.27
Santa Rosa	399	5800-104	SBRM Surface	0.5	SR 30 to Santa Rosa Sound Br.	Smith Eng'r. & Const. Co.	4/47	7/47	5,133.68
Santa Rosa		5800-301	Signals		L. & N. R. R. in Milton	L. & N. R. R. Co.	7/47	7/47	3,154.00
Wakulla	61	5901-108	Bridge & Approaches	252' 0.6	Dry Creek Bridge	Peterson & Earnhart	7/46	7/47	86,676.90
Walton	2	6013-101	S. C. S. T.	161' 5.3	SR 83 to Darlington	State Forces & Coggin & Deermont	7/46	7/47	10,442.68
Walton	2	6013-104	S. C. S. T.	1.9	Darlington to Holmes Co. Line	State Forces-Coggin & Deermont	10/46	7/47	3,411.40
Walton	Co. Road	6014-101	S. C. S. T.	5.7	Eucheanna to SR 81	State Forces & Coggin & Deermont	7/46	7/47	10,613.25
Washington	10	6101-109	Retread	0.5	In Chipley	Coggin & Deermont	7/47	7/47	4,337.65
Washington	77	6108-106	Retread	0.3	In Chipley	Coggin & Deermont	7/47	7/47	3,663.18

Escambia	10-A	4801-108	Widen & Retread	7.8	West of Pensacola	Smith Eng'r. & Const. Co.	12/46	7/47	124,816.27
Santa Rosa	30	5803-901	Mineral Seal	22.8	Pensacola Bay Bridge East	Smith Eng'r. & Const. Co.	6/47	7/47	16,671.78
Calhoun	69	4703-101	S. C. S. T.	4.1	Blountstown North	John A. Benton Const. Co.	10/46	8/47	108,151.61
Escambia	10	4802-109	Widen Bridge	91'	Marcus Bayou	Smith Eng'r. & Const. Co.	5/47	8/47	15,900.00
Okaloosa	85	5705-301	R. R. X-ing Signals		In Crestview	L. & N. R. R.	7/47	8/47	7,800.00
Jackson		5303-301	R. R. Signals		In Cottondale	L. & N. R. R.	8/47	9/47	9,050.00
Walton		6015-101	S. C. S. T.		Farmers Market, DeFuniak Springs	State Forces	12/46	9/47	2,000.00
Dixie	55	3001-201	RBST	0.5					
			Bridge	178'	Steinhatchee Relief Br. & Appr.	Peterson & Earnhart	1/46	1/47	54,310.62
Dixie	55	3001-202	Bridge	267'	Steinhatchee River Bridge	Peterson & Earnhart	1/46	1/47	44,339.47
Duval	212	7219-103	R. B. Asp.						
			Conc. Surface	2.1	SR A-1-A to Lovegrove Road	Duval Eng'r. & Const. Co.	12/45	1/47	381,318.89
Duval	212	7219-104	R. B. Asp.						
			Conc. Surface	1.0	Lovegrove Rd. to Old Hogan Rd.	Duval Eng'r. & Const. Co.	6/46	1/47	217,056.93
Nassau	200	7406-106	Retread	9.2	SR 5 to Fernandina	R. T. Gordon Co.	8/46	1/47	125,124.82
Nassau	5	7402-105	Retread	0.3	Wye at Yulee	R. T. Gordon Co.	8/46	1/47	5,045.55
Union		3903-101	RBST		State Prison Farm at Raiford	Duval Eng'r. & Const. Co.	12/46	1/47	10,329.46
Clay	15	7102-108	Rework Widen						
			RBST	11.1	Green Cove Springs to Orange Park	Duval Eng'r. & Const. Co.	9/46	2/47	94,396.69
Levy	24	3402-902	Rebuild Sholders	9.3	Cedar Keys to SR 345	State Forces	6/46	2/47	3,588.00
Alachua	25	2601-104	Widen Br. E.						
			Culvert	27'	Marion Co. Line to Gainesville	J. H. Craggs Const. Co.	6/46	2/47	82,153.50
			Retread	8.4					
Bradford	200	2801-305	Signals		G. S. & F. R. R. near Hampton	G. S. & F. R. R.	3/47	3/47	2,800.00
Columbia	10	2901-303	Signals		G. S. & F. R. R. at Watertown	G. S. & F. R. R.	3/47	3/47	2,750.00
Alachua	200	2606-106	Widen Bridge	34'	Near Lockloosa	J. H. Craggs Const. Co.	4/47	4/47	3,700.12
Baker	127	2700-112	Repair Bridges	110'	Cedar Creek Bridges	State Forces	4/47	4/47	2,875.00
Duval		7200-308	Signals		On Kings Rd. near Lacy	G. S. & F. R. R. Co.	4/47	4/47	3,600.00
Nassau	5	7402-104	Widen & Retread	11.7	Nassau Marsh to St. Marys River	Duval Eng'r. & Const. Co.	11/46	4/47	152,466.00
Duval	5	7206-105	Widen & Retread	1.6	Inconstantion Cr. to Nassau Co. Line	Duval Eng'r. & Const. Co.	1/47	5/47	46,514.87
Duval	13	7216-902	Fenders		St. Johns River in Jacksonville	Cleary Bros. Const. Co.	4/47	5/47	4,990.00
Duval		7200-306	Signals		Blvd. Ave. & Moncrief St. in Jax.	G. S. & F. R. R. Co.	4/47	5/47	5,700.00
Lafayette	53	3305-102	SBRM & Bridges	9.1					
			RBST	330'	SR 20 to Madison Co. Line	L. L. Hall Const. Co.	3/46	5/47	134,243.55
Taylor	30	3809-102	RBST	4.9	Hampton Springs to Perry	L. L. Hall Const. Co.	12/46	5/47	111,578.78
Clay	100	7104-901	Culverts & RBST	0.5	Near Lake Geneva	State Forces	8/46	6/47	37,606.00
Columbia	25	2903-105	Widen Bridge & Culverts	134'					
			Widen Bridges & Culverts	34'	Santa Fe River to Lake City	N. P. Ives Const. Co.	9/46	6/47	40,882.72
Columbia	100	2904-104	Widen Bridges & Culverts	34'					
			Widen Bridges & Culverts	184'	Lake City to Suwannee River	N. P. Ives Const. Co.	1/47	6/47	15,789.68
Hamilton	100	3201-107	Widen Bridges & Culverts	256'					
			Widen Bridge	105'	Columbia Co. Line to Ga. State Line	N. P. Ives Const. Co.	1/47	6/47	72,961.06
Alachua	200	2605-107	Widen Bridge	105'	Santa Fe River Bridge	Duval Eng'r. & Const. Co.	1/47	7/47	58,290.85
Baker	Road	2700-901	Repair Bridge	105'					
Gilchrist	49	3103-106	Rock Base		Smith Bridge N. W. of SR 23	State Forces	6/47	7/47	2,640.00
			Retread Surface	0.5					
Lafayette	51	3304-107	Bridge	687'	In Trenton	J. H. Craggs Const. Co.	2/47	7/47	43,709.64
Lafayette	51	3304-110	SBRM	0.2	Suwannee River Bridge	L. J. & W. L. Cobb, Inc.	2/46	7/47	312,190.93
Levy	55	3405-103	RBST	0.9	So. Appr. to Suwannee River Br.	L. J. & W. L. Cobb, Inc.	2/46	7/47	4,846.72
Suwannee	51	3706-105	New Bridges	726'	In Chiefland	J. D. Manly Const. Co.	11/46	7/47	64,813.09
Suwannee	51	3706-107	SBRM	1.0	Suwannee River Relief Bridges	L. J. & W. L. Cobb, Inc.	2/46	7/47	103,318.85
Duval	212	7219-106	L. R. Asp. Conc.	1.1	No. Appr. to Suwannee River Br.	L. J. & W. L. Cobb, Inc.	2/46	7/47	29,191.03
Alachua		2618-104	RBST		Jacksonville Beach	B. B. McCormick & Son, Inc.	10/46	8/47	335,189.56
Alachua	200	2606-107	Widen & Retread	18.9	Univ. of Fla. Housing Proj. No. 2	J. H. Craggs Const. Co.	11/46	9/47	108,922.31
			Rebuild 5' Shoulders	18.5	Marion Co. Line to Hawthorne	Marion Const. Co.	2/47	9/47	293,685.29
Baker	10	2701-901	Rebuild 5' Shoulders	18.5	Orange Heights to Waldo				
					Columbia Co. Line to Sanderson				
Gilchrist	47	3105-102	L. R. Stab. Base	17.8	Sanderson to Glen St. Marys	State Forces	5/45	9/47	32,422.00
Orange	15	7508-103	RBST	10.0	Trenton to Santa Fe River	J. H. Cragg Const. Co.	11/46	9/47	257,090.00
Brevard	402	7016-107	Bulkheads & Paving Br.	1811'	Osceola Co. Line to 10 mi. North	Conner Const. Co.	9/46	1/47	105,288.75
			Widen Bridge	1776'					
St. Johns	A-1-A	7804-105	RBST		Indian River Br. at Titusville	Langston Hubbard Const. Co.	3/46	2/47	46,519.50
Seminole		7709-102	RBST		Matanzas Inlet Bridge	Guy M. Sockett	10/46	2/47	16,981.50
Orange	438	7500-101	RBST	0.7	Farmers Market at Sanford	Langston Hubbard Const. Co.	11/46	2/47	7,365.02
					SR 500 to Old SR 202	Langston Hubbard Const. Co.	12/46	3/47	38,419.91

DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1947 THROUGH DECEMBER 31, 1948

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Marion	25	3601-108	Widen Culverts		Lake Co. Line to Bellview	C. E. Construction Co.	11/46	3/47	20,934.96
Flagler	5	7301-102	Widen & Retread	18.7	Bunnell to Duval Co. Line	Duval Eng'r. & Const. Co.	1/46	5/47	289,452.06
Lake	25	1104-104	Widen Asp. Conc.	10.3	Leesburg to Marion Co. Line	Manly Const. Co.	10/46	5/47	202,256.18
Osceola	15	9206-108	RBST.	9.4	Iloahaw to Holopaw	Hubbard Const. Co.	10/46	5/47	158,081.73
Volusia	46	7914-104	Widen Shoulders	3.0	St. Johns River Br. to 3 mi. East	Marion Const. Co.	1/47	5/47	19,484.23
Volusia	600	7906-202	Concrete	4.0	Between Deland & Daytona Beach	Wright Const. Co.	4/46	5/47	387,085.83
Brevard	5	7002-116	Conc. Widening Strips	4.6	Between Cocoa & Indian River City	Duval Eng'r. & Const. Co.	5/47	6/47	56,416.80
Brevard	5	7003-107	Widen Retread	2.1	Between Titusville & Volusia Co. Line	Gordon Const. Co.	11/46	6/47	29,419.32
Brevard	5	7004-102	SBRM	7.9	SR 500 to SR 5	Hall Const. Co.	9/46	6/47	84,797.91
Brevard	511	7004-103	SBRM	5.5	SR 514 to SR 500	Hall Const. Co.	9/46	6/47	55,933.23
Brevard	509	7011-104	RBST.	8.5	Orange Co. Line to Indian River City	Conner Const. Co.	9/46	6/47	182,010.27
Orange	50	7506-108	RBST.	9.6	Bitthlo to Brevard Co. Line	Conner Const. Co.	9/46	6/47	209,261.02
Marion	315	3619-901	Surface Treated	9.2	Ft. McCoy to Orange Springs	L. L. Cobb Const. Co.	10/46	7/47	13,974.88
St. Johns	5	7802-104	Widen Asp. Conc.	6.2	Duval Co. Line to 6.2 mi. South	Duval Eng'r. & Const. Co.	4/47	7/47	62,991.77
Sumter	35	1801-201	RBST.	6.3	Hernando Co. Line to Bushnell	Dickerson Const. Co.	8/46	7/47	250,781.16
Lake	500	1101-107	Widen Asp. Conc.	14.5	Leesburg to Mt. Dora	Manly Const. Co.	10/46	7/47	259,926.13
Orange	438-439	7505-106	SBRM	3.8	Lake Co. Line to Winter Garden	Langston Hubbard Const. Co.	10/46	7/47	77,686.95
Marion	315	3619-102	SBRM	11.3	SR 40 to Ft. McCoy	L. L. Cobb Const. Co.	10/46	7/47	45,036.41
Volusia	5	7901-106	Widen Retread	24.2	Brevard Co. Line to Daytona Beach	Gordon Const. Co.	11/46	8/47	380,675.76
Volusia	5	7901-107	Widen & Concrete	3.7	In Daytona Beach	Duval Eng'r. & Const. Co.	5/47	8/47	42,372.95
Orange		7500-302	Signals		Holt Ave. in Winter Park	A. C. L. R. R. Co.	4/47	8/47	28,900.00
Orange		7504-301	Signals		Fairbanks Ave. in Winter Park	A. C. L. R. R. Co.	4/47	8/47	19,267.00
Highlands	25	0901-202	L. R. Asp. Conc.	7.5	Lake Annie-East Placid	J. L. & W. L. Cobb Const. Co.	5/46	1/47	292,013.29
Hillsborough	39	1020-104	Asp. Conc.	1.1	In Plant City	L. J. & W. L. Cobb Const. Co.	10/46	1/47	9,889.99
Hillsborough	574	1009-110	Asp. Conc.	0.1	In Plant City	L. J. & W. L. Cobb Const. Co.	10/46	1/47	991.86
Hillsborough	600	1003-108	Asp. Conc.	0.5	In Plant City	L. J. & W. L. Cobb Const. Co.	10/46	1/47	4,462.69
Hillsborough	600	1010-103	Asp. Conc.	0.7	In Plant City	L. J. & W. L. Cobb Const. Co.	10/46	1/47	7,088.74
Hillsborough		1023-102	Asp. Conc.		Plant City Farmers Market	L. J. & W. L. Cobb Const. Co.	10/46	1/47	47,119.02
Hernando	575	0806-103	SBRM Retread	7.3	Through County via Richloam	J. D. Manly Const. Co.	3/47	6/47	55,309.56
Pasco	52	1412-106	Sand Bit. Road Mix	9.0	Gowers Corner-Pasco	Macasphalt Corp.	9/46	2/47	69,026.64
Polk	600	1602-109	Asp. Conc.	3.9	Auburndale Eastward	Brinson Const. Co.	12/46	2/47	73,537.79
Hernando	50	0800-101	Sand Bit. Road Mix	1.0	Between SR 35 & SR 575	Manly Const. Co.	3/47	6/47	10,604.52
Charlotte	35	1004-105	RBST.	3.5	Cleveland-DeSoto Co. Line	Manly Const. Co.	12/46	3/47	45,866.10
DeSoto	35	0402-111	RBST.	0.8	DeSoto Co. Line Northerly	Manly Const. Co.	12/46	3/47	10,358.30
Polk	540	1608-103	Widen Bit. Retread	3.7	Between Eloise & Waverly	John C. Dickenson Co.	12/46	3/47	56,456.76
Polk	544	1614-103	Widen Bit. Retread	3.4	Auburndale-Winter Haven	John C. Dickenson Co.	12/46	3/47	18,293.94
Hillsborough	60	1014-901	Rebuild Seawall		Davis Causeway	W. H. Armstrong Const. Co.	8/46	6/47	60,758.81
Charlotte	31	0103-103	Sand Bit. Road Mix	12.1	Lee Co. Line to Belmont	John C. Dickenson Co.	4/46	4/47	107,539.49
Hillsborough	45	1006-107	RBST-Bit. Retread	23.5	Manatee Co. Line to E. Tampa	L. J. & W. L. Cobb Const. Co.	12/46	4/47	252,383.29
Hillsborough	600	1013-102	Asp. Conc.	3.6	Gandy Br. & East Approach	Cone Bros. Const. Co.	11/46	4/47	84,101.00
Hillsborough	674	1000-105	RBST-Bit. Retread	6.2	Ruskin to Wimauma	L. J. & W. L. Cobb Const. Co.	12/46	4/47	32,168.79
Hillsborough		1000-103	Asp. Conc.	1.9	West Shore Blvd. in Tampa	Cone Bros. Const. Co.	11/46	4/47	8,171.94
Hillsborough	60	1000-104	Asp. Conc.	0.6	Grand Central Ave., in Tampa	Cone Bros. Const. Co.	11/46	4/47	4,336.17
Pinellas	600	1509-105	Asp. Conc.	1.8	West Approach to Gandy Bridge	Cone Bros. Const. Co.	11/46	4/47	36,637.96
Pinellas	686	1503-106	Asp. Conc.	3.4	Pinellas Co. Airport to St. Petersburg	Cone Bros. Const. Co.	11/46	4/47	65,791.36
Pinellas	699	1510-108	Asp. Conc.	0.2	Bay Pines Wye	Cone Bros. Const. Co.	11/46	4/47	9,509.76
Hillsborough	600	1003-107	Widen Asp. Conc.	16.4	Tampa-Plant City	Brinson Const. Co.	2/47	6/47	220,880.10
Glades	78	0502-107	SBRM	8.6	Kissimmee River Southwest	Belcher Oil Co.	12/46	5/47	104,971.10
Highland	70	0906-109	Bridge	212'	Bridge 12 & 13	State Forces	8/46	5/47	51,326.10
Polk	17	1609-112	RBST.	4.2	Frostproof South	Marion Const. Co.	9/46	5/47	186,519.94
Pasco	39	1411-201	RBST.	3.6	Hillsborough Co. Line & Zephyr Hills	H. E. Waiff Const. Co.	11/46	6/47	209,461.54
Pasco	575	1415-102	Retread	0.2	At Hernando Co. Line	J. D. Manly Const. Co.	3/47	6/47	1,358.89
Pinellas	60	1504-901	Repair Seawall		Davis Causeway	W. H. Armstrong Const. Co.	8/46	6/47	17,679.42
Polk	557	1629-102	RBST.	9.0	Lake Alfred-Polk City	Cone Bros. Const. Co.	10/46	6/47	509,668.40
Polk	559	1616-104	RBST.	8.3	Auburndale-Polk City	J. W. Conner Const. Co.	1/47	6/47	98,915.81

Lee	767	1206-106	SBRM	1.3	Bokeelia Southeast	R. B. Stewart Const. Co.	12/46	7/47	50,684.97
Hendry	80	0703-105	Asp. Conc.	1.4	In Clewiston	Brinson Const. Co.	2/47	8/47	338,248.20
Highland	70	0906-110	Retread	5.5	Childs-Brighton	J. D. Manly Const. Co.	1/47	8/47	31,568.99
Manatee	45	1301-110	Retread	5.5	Bradenton South	Brinson Const. Co.	6/46	8/47	142,247.91
Pasco	35	1405-201	RBST	4.5	Dade City North	R. H. Wright Const. Co.	11/46	8/47	244,801.33
Pasco	595	1403-113	Retread	2.7	New Port Richey	Cone Bros. Const. Co.	7/47	8/47	27,678.25
Pinellas	55	1515-301	Bridge	159'	A. C. L. R. R.-Tarpon Springs	Cone Bros. Const. Co.	10/46	8/47	43,593.00
Broward	820	8604-901	Mineral Seal	1.5	In Hollywood	Belcher Oil Co.	11/46	1/47	6,362.04
Broward	A-1-A	8605-104	Retread	0.5	In Fort Lauderdale	Belcher Oil Co.	1/47	1/47	7,732.32
Dade	828	8708-102	Retread	3.2	In Miami Beach	Belcher Oil Co.	10/46	1/47	16,806.84
Dade	826	8717-301	Signals		North Miami Beach	F. E. C. R. R.	11/46	1/47	9,300.00
Martin	A-1-A	8903-103	Widen & ST	1.0	In Jensen	Brinson Const. Co.	12/46	1/47	25,438.90
Palm Beach		9300-104	Retread	3.0	Olive Ave. in West Palm Beach	R. B. Tyler	1/47	1/47	16,947.06
Palm Beach	5	9302-106	Retread	2.2	In West Palm Beach	R. B. Tyler	12/46	1/47	18,062.64
Broward	824	8600-306	Signals		F. E. C. R. R. in Hallandale	F. E. C. R. R.	1/47	3/47	9,300.00
Broward	823	8619-102	Retread	3.5	SR 84 to 3.5 mi. South	Troup Bros.	2/47	3/47	13,566.78
Dade	5	8703-105	Retread	3.0	S.E. 2nd Ave. to N.E. 39th St. in Miami	Dickerson Const. Co.	11/46	3/47	137,035.14
Monroe		9000-102	Retread	3.0	Roosevelt Blvd. in Key West	Culf Coast Const. Co.	1/47	3/47	26,721.94
Okeechobee	78	9101-104	Widen & ST	4.7	Glades Co. Line North	Belcher Oil Co.	10/46	3/47	70,122.25
Broward		8600-309	Signals		F. E. C. R. R. on Old Dixie Highway	F. E. C. R. R.	3/47	4/47	9,300.00
Dade	5	8702-107	Conc. Widen	17.0	Homestead to Kendall	Brinson Const. Co.	1/47	4/47	207,053.26
Dade	5	8703-104	Conc. Widen	2.9	Kendall to S. Miami	Brinson Const. Co.	3/47	4/47	30,696.24
Okeechobee	15	9102-107	Widen ST	1.5	Okeechobee South	Belcher Oil Co.	12/46	4/47	46,742.23
Palm Beach	5	9304-107	Widen ST	11.0	Lake Park-Jupiter	Langston & Hubbard	11/46	4/47	188,815.40
Palm Beach	7	9321-105	Widen ST	15.6	Delray Beach to SR 80	R. B. Tyler Co.	11/45	4/47	563,646.31
Broward	A-1-A	8603-104	Retread	1.9	In Hollywood	Wright Const. Co.	10/46	5/47	186,373.34
Collier	29	0307-104	SBRM	1.0	In Everglades	Marion Const. Co.	9/46	5/47	71,366.82
Martin		8900-301	Signals		In Stuart	F. E. C. R. R.	4/47	6/47	18,600.00
Palm Beach		9300-302	Signals		In Delray Beach	F. E. C. R. R.	6/47	6/47	9,700.00
Broward		8600-307	Signals		In Ft. Lauderdale	F. E. C. R. R.	7/47	8/47	8,800.00
Dade	828	8708-301	Signals		In Hialeah	F. E. C. R. R.	7/47	8/47	8,587.60
Dade	90	8711-901	Mineral Seal	25.3	Miami West	Gulf Coast Const. Co.	8/47	8/47	17,852.04
Palm Beach	806	8303-102	RBST	8.3	Delray Beach	L. J. & W. L. Cobb Const. Co.	5/47	8/47	79,536.96
St. Lucie	A-1-A	9405-106	SBRM	1.8	Ft. Pierce Causeway	Mac Asphalt Corp.	7/47	8/47	25,467.01
Broward	818	8600-901	S. T.	4.2	Davis Canal to SR 7	R. B. Tyler Co.	8/47	9/47	6,662.72
Broward	A-1-A	8605-105	Widen Bridge	1.98	In Fort Lauderdale	Brinson Const. Co.	1/47	9/47	98,000.00
Dade		8700-315	Signals		In Opalacka	S. A. L. R. R.	8/47	9/47	20,564.00
Dade	7	8714-105	Underdrain		On N.W. 7th Ave. & N.W. 63rd St.	Wright Const. Co.	8/47	9/47	10,400.61
Broward		8600-308	Signals		In Pompano	F. E. C. R. R.	8/47	10/47	9,300.00
Dade	826	8717-102	RBST	2.0	SR 5 to SR A-1-A	Belcher Oil Co.	5/46	10/47	197,589.62
Hardee		0600-102	Retread	0.4	Main St. in Wauchula	J. D. Manly Const. Co.	9/45	10/47	4,983.75
Highland	25	0901-203	Retread	11.0	Lake Placid-DeSoto City	Brinson Const. Co.	7/46	10/47	592,717.44
Highland	25	0903-201	Retread	13.9	DeSoto City-Sebring	Brinson Const. Co.	7/46	10/47	212,323.45
Highland	25	0901-301	Underpass	92'	Lake Placid	Brinson Const. Co.	7/46	10/47	17,907.70
Polk	35	1603-110	Retread	0.2	Bartow	J. D. Manly	9/47	10/47	2,133.15
Polk	35	1606-104	Retread	0.2	Bartow	J. D. Manly	9/47	10/47	3,186.45
Polk	60	1611-107	Retread	1.8	Bartow	J. D. Manly	9/47	10/47	17,261.25
Alachua	241	2614-103	SBRM	3.9	SR 236 to Union County	Duval Eng'r. Co.	3/47	10/47	35,633.43
Madison	53	3506-106	SBRM	16.6	Lafayette Co. Line to Madison	J. C. Dickerson	5/46	10/47	158,294.49
Madison	53	3506-301	Underpass	225'	In Madison	Warner Const. Co.	10/46	10/47	41,921.10
Madison	6	3502-201	SBRM	7.7	SR 10 to Withlacoochee River	Caddell & Jackson	3/47	10/47	119,682.27
Nassau	5	7402-106	Widen Bridges	394'	Nassau Marsh-St. Marys River	Cleary Bros.	5/47	10/47	45,646.00
Union	241	3906-102	SBRM	3.5	Alachua Co. Line to SR 238	Duval Eng'r. Co.	3/47	10/47	35,980.63
Bay	30	4602-111	Shoulders	0.2	St. Andrews Bay Bridge	State Forces	10/47	10/47	607.03
Escambia	10	4801-105	Asp. Conc.	2.4	Perdido River Br. to 10-A	Smith Eng'r.	1/47	10/47	135,659.49
Escambia	10-A	4802-110	Retread	0.4	East of Pensacola	State Forces	8/47	10/47	3,619.00
Gulf	71	5102-109	Bridge	236'	At White City	Cleary Bros. Const. Co.	12/45	10/47	285,177.80
Holmes	Road	5200-101	Bridge	465'	New Berry Bridge	State Forces	11/46	10/47	32,590.00
Jackson		5320-101	S. C. S. T.	2.6	Industrial School for Boys	Coggins & Deermont	7/47	10/47	17,255.93
Jefferson	10	5401-105	Rebuild Bridges	138'	East of Monticello	Lavelle & Barnette	8/46	6/47	7,802.85
Jefferson	149	5408-102	SBRM	8.0	SR 57 to Ga. State Line	Coggin & Deermont	1/47	8/47	78,016.98
Okaloosa	4	5708-104	Widening	0.1	In Baker	State Forces	7/47	10/47	1,467.00
Walton	83	6005-301	Signals		L. & N. R. R. in DeFuniak Springs	L. & N. R. R.	9/47	10/47	18,338.00

DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1947 THROUGH DECEMBER 31, 1948

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Washington.....	Co. Road	6100-104	Bridges.....	585'	Open & Holmes Creeks.....	State Forces.....	11/46	10/47	32,823.00
Brevard.....	5	7002-117	Bit. Retread.....	4.9	South Limits of Cocoa to North Limits of Cocoa.....	Langston Const. Co.....	9/47	10/47	18,305.46
Brevard.....	515	7009-102	Bit. Retread.....	0.3	From Church St. to Brevard Ave. in Cocoa.....	Langston Const. Co.....	9/47	10/47	2,012.88
Brevard.....	520	7010-106	Bit. Retread.....	0.3	F. E. C. Ry. to SR 5 in Cocoa.....	Langston Const. Co.....	6/47	10/47	33,501.78
Brevard.....	520	7010-107	Bit. Retread.....	0.3	Incl. SR 5 to Causeway.....	Langston Const. Co.....	6/47	10/47	1,753.56
Orange.....	7500-301	Signals.....			Rollins & Princeton Ave. in Orlando.....	A. C. L. R. R.....	6/47	10/47	22,600.00
Orange.....	15	7503-105	Widen & Resurface.....	0.5	Lake Lily to Seminole Co. Line.....	Hubbard Const. Co.....	1/47	10/47	47,434.69
Putnam.....	216	7609-101	SBRM.....	2.2	SR 100 to SR 15.....	Hubbard Const. Co.....	1/47	10/47	66,206.44
Seminole.....	15	7701-108	Widening & Resurface.....	9.1	(In Part) Orange Co. Line to Sanford.....	Langston Const. Co.....	1/47	10/47	272,974.06
Seminole.....	15	7701-109	Asph. Conc.....	3.9	Sanford to Volusia Co. Line.....	Dickerson Const. Co.....	9/47	10/47	26,890.44
Volusia.....	15	7901-109	Asph. Conc.....	0.5	St. Johns River Br. 0.5 mi. North.....	Dickerson Const. Co.....	9/47	10/47	2,922.66
Hardee.....	664	0600-203	Patch & Mineral Seal.....	2.3	Bowling Green to 2.3 mi. West.....	State Forces.....	8/47	11/47	2,348.00
Highlands.....	664	0600-203	Signals.....		S. A. L. Ry. on Pleasant Ave. in Avon Park.....	S. A. L. Ry.....	5/47	12/47	8,138.00
Hillsborough.....	674	1000-107	Retread.....	5.0	SR 43 to 5 mi. East.....		12/47	12/47	28,815.00
Hillsborough.....		1000-111	Retread.....	5.1	SR 39 to SR 574 in Plant City.....	L. W. & J. L. Cobb Const. Co.....	11/47	12/47	24,780.00
Hillsborough.....		1000-112	Retread.....	1.4	SR 580 to 1.4 mi. North.....	L. W. & J. L. Cobb Const. Co.....	11/47	12/47	21,897.00
Hillsborough.....	41	1021-902	Repair Washout.....	1.1	M. P. 14.5 to 15.6.....	State Forces.....	7/46	12/47	5,500.00
Manatee.....	45	1301-901	Grid Floors.....	108'	Green Br. over Manatee River.....	State Forces.....	10/47	11/47	17,407.00
Manatee.....		1300-301	Signals.....		S. A. L. Ry. South of Bradenton on Old SR 356.....	S. A. L. Ry.....		12/47	3,750.00
Pasco.....	39	1411-103	Signals.....		A. C. L. R. R. South of Zephyrhills.....	A. C. L. R. R.....	11/47	12/47	503.00
Pasco.....	41	1407-301	Signals.....		S. A. L. Ry. in Dade City.....	S. A. L. Ry.....		12/47	16,523.00
Pinellas.....	55	1501-301	Signals.....		At Seminole & S. A. L. Ry.....	S. A. L. Ry.....		12/47	5,445.00
Pinellas.....	694	1506-301	Signals.....		A. C. L. R. R. in Pinellas Park.....	A. C. L. R. R.....	11/47	11/47	7,441.00
Polk.....	600	1602-111	Widen & Resurface.....	5.6	Lake Alfred to Haines City.....	Macasphalt Corp.....	7/47	12/47	97,747.00
Polk.....	600	1605-103	Widen.....	10.8	Haines City to Osceola Co. Line.....	Macasphalt Corp.....	7/47	12/47	114,479.00
Polk.....	60	1613-108	Pave.....	0.3	East Lts. Lake Wales to 0.3 mi. West.....	Conner.....	4/47	12/47	14,096.00
Polk.....	555	1603-111	Retread.....	2.4	M. P. 30.6 to 33.0.....	Macasphalt Corp.....	11/47	12/47	22,564.00
Sarasota.....	45	1702-108	Widen & Retread.....	17.2	Venice to Sarasota.....	L. W. & J. L. Cobb Const. Co.....	2/47	11/47	329,928.00
Sarasota.....	789	1708-102	Widen & Retread.....	8.6	Siesta Key Road.....	Cobb Const. Co.....	2/47	11/47	101,733.00
Sarasota.....	789	1710-102	Widen & Retread.....	1.7	Able Road.....	Cobb Const. Co.....	2/47	11/47	32,633.00
Sarasota.....		1700-101	Pave.....	0.2	SR 45 to Ringling Art Museum.....	Cobb Const. Co.....	2/47	11/47	14,103.00
Sarasota.....	782	1711-102	Retread.....	1.0	SR 789 to SR 45.....	Cobb Const. Co.....	2/47	11/47	9,759.00
Alachua.....	20	2602-205	RBST.....	5.8	Alachua to 1 mi. North High Springs.....	Duval Eng'r. & Const. Co.....	4/47	11/47	212,806.00
Alachua.....	241	2614-201	SBRM.....	5.5	Alachua to SR 236.....	Duval Eng'r. & Const. Co.....	5/47	12/47	54,253.00
Alachua.....	236	2616-201	SBRM.....	4.2	SR 241 to SR 23.....	Duval Eng'r. & Const. Co.....	4/47	12/47	23,209.00
Alachua.....	234	2612-102	RBST.....	7.0	Micanopy to Rochelle.....	Duval Eng'r. & Const. Co.....	6/47	11/47	120,969.00
Columbia.....		2912-102	Pave.....		Farmers Market at Lake City.....	State Forces.....	8/47	12/47	1,595.00
Duval.....	5	7207-207	RBAC.....	17.0	Bayard to So. limits Jacksonville.....	Duval Eng'r. & Const. Co.....	4/47	12/47	418,497.00
Duval.....			Bridge & Approaches.....	352'					
Duval.....	13	7216-201	Approaches.....	0.5	Goodly Bridge Lake and Approaches.....	Okeechobee Const. Co.....	1/47	11/47	129,772.00
Duval.....		7200-305	Signals.....		At 120th St. at Yukon.....	A. C. L. R. R.....	1/47	12/47	11,000.00
Duval.....		7200-307	Signals.....		A. C. L. R. R. at San Juan, King & Roselle Sts. in Jacksonville.....	A. C. L. R. R.....	12/47	12/47	37,900.00
Duval.....	5	7207-109	Asp. Conc.....	3.0	Bayard to 3 mi. South.....	Duval Eng'r. & Const. Co.....	8/47	12/47	42,692.00
Madison.....	10	3501-108	Roadside Park.....		West of Suwannee River.....	State Forces.....		12/47	2,750.00
Nassau.....	200	7406-105	Widen Bridges.....	128'	Yulee to Atlantic Ocean.....	Sockett.....	1/47	12/47	80,689.00
Taylor.....	361	3805-103	SBRM.....	2.0	SR 361 to Dekle Beach.....	Hall.....	8/47	12/47	46,372.00
Taylor.....	361	3805-902	Mineral Seal.....	9.9	M. P. 7.3 to SR 55.....	Hall.....	8/47	12/47	8,648.00

Bay	30	4602-108	SBRM	0.1	6th St. in Panama City, M. P. 22.97 to 23.80	Smith	5/47	12/47	58,000.00
Calhoun	20	4701-109	Roadside Park		East of Clarksville	State Forces	5/47	12/47	2,500.00
Franklin	370	4902-102	SBRM	11.0	Bald Pt. to Peninsular Pt.	Faulk & Coleman	7/47	12/47	135,000.00
Franklin	370	4902-103	Wayside Park		At Intersection SR 30 & SR 370	State Forces	10/47	12/47	3,740.00
Gulf	30	5101-902	Slope Paving	0.2	M. P. 17.31 to 17.911	State Forces	2/46	12/47	4,235.00
Holmes	79	5203-302	Signals		L. & N. R. R. in Bonifay	L. & N. R. R.	11/47	12/47	7,500.00
Holmes	2	5205-105	S. C. S. T.	9.0	SR 88 to SR 298	State Forces	9/46	12/47	125,997.00
Jackson	10	5302-205	SBRM	7.4	SR 6 to Cypress	Wright	3/47	11/47	357,870.00
Jackson	75	5303-301	Signals		L. & N. R. R. in Cottondale	L. & N. R. R.	8/47	12/47	9,050.00
Jackson	73	5312-105	Retread	0.4	M. P. 15.820 to 16.187	State Forces	11/47	11/47	5,608.00
Jefferson	259	5407-201	S. C. S. T.	9.4	SR 20 to SR 57	Peacock	12/46	11/47	138,570.00
Jefferson	10	5401-109	Wayside Park		Near Leon County Line	State Forces	8/47	12/47	1,958.00
Leon	10	5506-204	SBRM	4.3	Ocklockonee River to SR 20	Smith	4/47	12/47	159,206.00
Leon	Co.								
Leon	Road	5520-102	S. C. S. T.	8.3	SR 155 to SR 61	Leon County	4/47	11/47	80,000.00
Leon		5518-109	Pave		Streets at A. & M. College	State Forces	10/47	11/47	20,000.00
Leon		5518-110	Parking Area		Highway Patrol Radio Station—Tallahassee	Cobb Const. Co.	10/47	11/47	277.00
Leon		5518-111	Parking Area		Chemistry Bldg.—Tallahassee	Cobb Const. Co.	10/47	11/47	144.00
Leon	154	5520-104	S. C. S. T.	3.7	SR 61 to SR 151	Cobb Const. Co.	11/47	11/47	6,780.00
Santa Rosa	30	5803-902	Mineral Seal	0.3	M. P. 23.8 to 24.1	Smith Eng.	7/47	12/47	1,154.00
Santa Rosa	10	5801-104	Wayside Park		At Pond Creek	State Forces	12/46	12/47	2,500.00
Walton	187	6006-104	Remove Bridges	333'	Near Gordon	Smith Eng.	12/46	11/47	65,586.00
Washington	77	6108-301	Signals		L. & N. R. R. in Chipley	L. & N. R. R.	10/47	11/47	5,900.00
Broward	5	8602-105	Asp. Conc.	4.9	Conc. Pavement to 4.9 mi. North	Manly	6/47	12/47	65,725.00
Broward	5	8602-204	Asp. Conc.	8.5	Palm Beach Co. Line to 8.5 mi. So.	Manly	6/47	12/47	101,373.00
Dade		8700-314	Signals		S. A. L. Ry. Hialeah Jct., LeJune Rd.	S. A. L. Ry.	10/47	11/47	7,544.00
Dade		8700-302	Signals		F. E. C. Ry., Miami—5th, 8th, 10th, 13th & 14th Sts.	F. E. C. Ry.	10/47	12/47	36,200.00
Indian River	5	8801-204	Asp. Conc.	12.5	Wabasso & Roseland & Oslo O. H. to Vero Beach	Cobb Const. Co.	7/47	11/47	192,450.00
Martin	5	8901-108	Widen Bridges	104'	North of Stuart	Cleary Bros.	6/47	12/47	16,152.00
Okeechobee	66	9109-201	Structures	529'	1.5 mi. N. W. SR 70 to 11.8 mi. N. W.	Wall	10/46	11/47	101,437.00
Palm Beach	5	9301-105	Asp. Conc.	8.3	Delray Beach to 3 mi. South	Manly	8/47	12/47	40,112.00
Palm Beach	5	9301-203	Asp. Conc.	6.2	Broward Co. Line to 6.2 mi. West	Manly	8/47	12/47	63,816.00
Palm Beach	5	9301-106	Asp. Conc.	1.3	Hypoluxo to SR 805 in Lantana	Rubin Const. Co.	9/47	11/47	43,871.00
Palm Beach	80	9311-113	Retread	0.1	M. P. 16.8 to 16.9 in Belle Glade	Dickerson	9/47	12/47	2,386.00
Palm Beach	15	9313-109	Retread	12.4	Belle Glade to SR 715 in Pahokee	Dickerson	9/47	12/47	173,336.00
St. Lucie	5	9401-106	Widen Bridges	287'	Martin Co. Line to White City	Cleary Bros.	6/47	12/47	74,360.00
Lake	448	1112-102	Bridge	89'	West of Lake Jem	State Forces	8/47	11/47	7,827.00
Seminole	15	7704-107	Asp. Conc.	5.9	SR 600 East to Canaan	Dickerson	9/47	12/47	41,771.00
Seminole	415	7705-106	Asp. Conc.	1.5	East of Sanford	Dickerson	9/47	12/47	10,101.00
Seminole	City								
Seminole	Street	7700-103	Asp. Conc.	2.5	French St. in Sanford	Dickerson	9/47	12/47	26,475.00
Volusia	600	7906-106	Asp. Conc.	0.4	Campbell St. to SR 4	Cobb Const. Co.	1/47	12/47	93,775.00
Volusia			SBRM	2.0					
Volusia	415	7912-105	Bridges	730'	St. Johns River Br. North	Wright	1/47	11/47	200,666.00
Volusia	A-1-A	7908-107	Widen-Asp. Conc.	0.2	SR5 to N. Beach Ave. in Daytona Beach	Cobb Const. Co.	7/47	12/47	17,334.00
Volusia	5	7901-109	Widen-Bridges	931'	Spruce Creek Bridge	State Forces	8/47	12/47	50,199.00

DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1947 THROUGH DECEMBER 31, 1948

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Leon	20	5507-106	Remove Bridges	250'	Near Fort Baden	A. F. Rich	7/47	1/48	40,000.00
Palm Beach	805	9305-103	Asph. Conc.	6.0	In West Palm Beach	Rubin Const. Co.	10/47	1/48	176,008.00
Palm Beach	A-1-A	9306-108	RBST	1.3	In Ocean Ridge	Brinson Const. Co.	12/47	1/48	33,310.00
Broward	A-1-A	8605-107	Retread	2.4	In Fort Lauderdale	R. H. Wright & Son	11/47	1/48	25,778.00
Seminole	419	7707-201	SBRM	7.4	Orange Co. Line to Oveido	L. L. Hall Const. Co.	1/47	1/48	358,514.00
St. Johns	5	7801-106	Asph. Conc.	15.9	Flagler Co. Line to St. Augustine	T. D. Manly & Co.	6/47	1/48	279,828.00
Polk	600	1602-110	Retread	3.3	Carters Corner to Auburndale	Mac Asphalt Corp.	7/47	1/48	71,562.00
Palm Beach	5	9302-108	Asph. Conc.	1.0	In West Palm Beach	Rubin Const. Co.	12/47	2/48	22,412.00
Palm Beach	A-1-A	9306-109	RBST	1.2	In Delray Beach	R. H. Wright & Son	11/47	2/48	25,446.00
Palm Beach	802	9318-104	RBST	3.7	In Lantana	R. H. West & Son	12/47	2/48	32,088.00
Palm Beach	80	9311-112	RBST	10.4	S. Bay to Eighteen Mile Bend	J. D. Manly & Co.	7/47	2/48	165,611.00
Hendry	832	0707-104	RBST	3.4	In Clewiston	J. W. Conner	12/47	2/48	30,411.00
Bradford	200	2801-110	Widen Bridges	338'	From Alachua to Clay Co. Line	Wainer Const. Co.	3/47	2/48	123,700.00
Franklin	370	4902-102	SBRM	11.6	SR 30 to Aligator Point	Faulk & Coleman	7/47	2/48	135,000.00
Holmes	2	5205-105	S. C. S. T.	6.8	SR 81 East to New River	State	9/46	2/48	125,997.00
Levy	55	3405-105	Retread	10.1	Citrus Co. to Lebanon Sta.	Mac Asphalt Corp.	12/47	3/48	66,413.00
Citrus	55	0203-109	Retread	11.0	Crystal River to Withlacoochee River	Mac Asphalt Co.	2/48	3/48	74,165.00
Martin	5	8901-203	Asph. Conc.	18.2	F. E. C. Overpass to St. Lucie Co. Line	W. C. Shepherd Const. Co.	7/47	3/48	265,428.00
St. Lucie	5	9401-203	Asph. Conc.	12.7	Martin Co. to Ft. Pierce	W. C. Shepherd Const. Co.	7/47	3/48	190,196.00
Duval	200	7214-108	Widen Bridges	58'	County Line to Baldwin	Wainer Const. Co.	2/47	2/48	41,758.00
Clay	200	7103-103	Remove Bridges	65'	Near Duval County Line	Wainer Const. Co.	2/47	2/48	51,875.00
Hendry	720	0704-201	RBST	1.0	SR 80 to Glades Co. Line	Brinson Const. Co.	1/48	3/48	10,984.00
Glades	720	0503-201	RBST	9.2	Hendry Co. Line to SR 25	Brinson Const. Co.	1/48	3/48	111,105.00
Charlotte	31	0103-104	SBRM	6.1	Bermont to DeSoto Co. Line	C. E. Const. Co.	1/47	3/48	70,713.00
De Soto	31	0401-105	SBRM	6.8	Charlotte Co. Line to Carlstrom Fld.	C. E. Const. Co.	1/47	3/48	78,762.00
Polk	540	1608-104	SBRM	1.2	Eagle Lake	Cone Bros.	9/47	2/48	11,034.00
Polk	25	1617-205	RBST	4.4	West Frost Proff.	Langston Const. Co.	8/47	3/48	152,653.00
			Bridge	780'					
Polk	60	1611-106	Approach	0.7	Peace River Bridge	Ryan Const. Co.	8/46	1/48	217,090.00
Broward	810	8612-X	RBST	0.3	In Deerfield Beach	State Forces			
Broward	814	8613-X	Bridge	30'	In Pompano Beach	State Forces			
Indian River	5	8801-106	Widen Bridges	105'	From County Line to Vero Beach	Cleary Bros.	11/47	2/48	82,697.00
Dade	7	8714-104	Retread	5.4	Gratigny Road North	J. C. Dickerson Const. Co.	2/48	4/48	53,207.00
Duval	13	7216-108	A. C.	2.5	Oaklawn Cemetery to Mitchel Ave.	Duval Eng.	12/47	2/48	41,112.00
Hillsborough	685	1002-103	Retread	2.9	Harrison Ave. in Tampa to Mitchel Ave.	Cone Bros.	3/48	4/48	50,012.00
Broward	814	8613-103	Retread	0.1	F. E. C. R. R. E. in Pompano Beach	Rubin Const.	4/48	4/48	3,602.00
Palm Beach	716	9314-902	RBST	13.9	20 mi. Bend to 5 mi. S. E. Canal Point	J. D. Manly	2/48	4/48	44,431.00
Marion	40	3608-X	Bridge	16'	Near Silver Springs	State	4/48	4/48	
Gadsden		5011-102	RBST Retread	1.3	Hospital Grounds	Coggins & Deermont	10/47	4/48	12,723.00
Palm Beach	827	9324-903	RBST	1.2	Brown Farm N. E.	J. D. Manly	1/48	4/48	34,754.00
Jackson	71	5309-107	Retread	1.0	In Greenwood	State	9/47	5/48	8,244.00
Bay	79	4609-108	Retread	5.2	From SR 30 to West Bay	Smith Eng.	11/47	4/48	86,293.00
Dade	27	8715-104	Retread	1.6	From F. E. C. R. R. to Avacodo Drive	J. C. Dickerson Const. Co.	5/48	5/48	27,410.00
Gadsden	269	5009/104 201	S. C. S. T.	6.1	Chattahoochee South to SR 270	Coggins & Deermont	5/47	3/48	130,535.00
Palm Beach	5	9302-110	A. C.	1.5	In West Palm Beach	Rubin	2/48	5/48	62,480.00
Palm Beach	5	9302-109	A. C.	1.9	In West Palm Beach	Rubin	1/48	5/48	70,029.00
Palm Beach	804	9320-102	Retread	0.6	Ocean Ridge to Boynton	Rubin	5/48	5/48	10,315.00
Sarasota	775	1705-104	Retread	1.2	Charlotte Co. Line North	Langston	12/47	5/48	6,290.00
Charlotte	775	0106-104	Retread	1.1	Placida Rd. to Sarasota Co. Line	Langston	12/47	5/48	6,191.00
Charlotte	771-776	0105-103	Retread	15.3	New Point Comfort to Murdock	Langston	12/47	5/48	82,038.00
Putnam	15	7601-203	RBST	4.1	Volusia County Line to Crescent City	Wulfe Const.	8/47	5/48	257,452.00
Dade	A-1-A	8706-107	A. C.	3.7	McArthur Causeway	Gulf Coast Const.	4/48	6/48	108,796.00
Lee	80	1202-201	SBRM	7.5	Tice to Olga	Dickerson Const. Co.	2/47	5/48	313,158.00
De Soto	35	0402-112	Retread	1.2	In Arcadia	Cobb Const. Co.	5/48	6/48	11,840.00
Lee	45	1201-113	Retread	6.7	SR 78 to Charlotte Co. Line	Cone Bros.	5/47	6/48	124,122.00

Polk.....	630	1615-104	SBRM.....	6.2	Frostproof East.....	C. E. Const. Co.....	5/47	6/48	364,183.00
Charlotte.....	45	0101-110	Retread.....	9.6	Lee Co. Line to Acline.....	Cone Bros.....	5/47	6/48	199,276.00
Hillsborough.....	60	1014-103	Retread.....	5.9	Pinellas Co. Line East.....	State Forces.....	5/46	7/48	148,196.00
Pinellas.....	60	1504-105	Retread.....	5.4	In Clearwater.....	State Forces.....	1/47	7/48	148,307.00
St. Johns.....	A-1-A	7803-109	Bridges.....	2794'	St. Augustine.....	Tidewater Const.....	8/47	11/48	580,537.00
St. Johns.....	5	7802-105	Widen Bridge.....	127'	County Line North.....	Hubbard Const. Co.....	8/48	1/49	22,929.00
Collier.....	45	0301-110	Retread.....	0.9	In Naples.....	Belcher Oil Co.....	6/48	6/48	6,287.00
			Bridge.....	250'					
Okeechobee.....	15	9105-103	Approach.....	0.7	Taylor Creek.....	Cleary Bros.....	12/46	6/48	286,590.00
Broward.....	5	8601-106	A. C.....	4.2	Hollywood & Dania.....	Wright & Son.....	6/48	7/48	113,172.00
Indian River.....	507	8804-107	Remove Bridges.....	182'	Fellsmere North.....	State Forces.....	6/48	7/48	8,213.00
Liberty.....	67	5602-106	S. C. S. T.....	5.1	South of Bristol.....	Coggins & Deermont.....	11/47	5/48	58,629.00
Gadsden.....	270	5013-101	S. C. S. T.....	8.4	From SR 8 to Greensboro.....	Coggins & Deermont.....	5/47	4/48	105,433.00
Palm Beach.....	5	9302-111	A. C.....	0.3	West Palm Beach.....	Rubin Const. Co.....	4/48	5/48	9,493.00
Nassau.....		7400-103	SBRM.....	1.7	C. A. A. Airport—Fernandina.....	Duval Eng'r. Const. Co.....	6/47	6/48	32,079.00
Bay.....	77	4606-108	A. C.....	1.4	North of Lynn Haven.....	Smith Eng'r. Const. Co.....	4/48	4/48	7,864.00
Palm Beach.....		9300-106	RBST.....	0.5	Belle Glade (Prison Farm).....	J. D. Manly.....	5/48	5/48	9,682.00
Dixie.....	349	3003-201	SBRM.....	9.8	South of Old Town.....	L. L. Hall Const. Co.....	5/47	6/48	217,257.00
Volusia.....	15	7905-201	RBST.....	0.1	At Putnam Co. Line.....	Wulfe Const. Co.....	8/47	5/48	2,752.00
Leon.....	10	5502-106	A. C.....	13.5	CL Tallahassee to RBST at Midway.....	Smith Eng'r. Const. & Co.....	11/46	7/48	233,543.00
Leon.....	63	5501-103	A. C.....	9.2	Ochlocknee River to Tallahassee.....	Smith Eng'r. Co.....	3/47	7/48	132,843.00
Gadsden.....	10	5001-110	Conc.....	0.1	In Chattahoochee.....	State Forces.....	5/48	6/48	2,489.00
Gadsden.....	12	5004-103	A. C.....	1.9	In Havana.....	Smith Eng'r. & Const. Co.....	3/48	7/48	11,118.00
Gadsden.....	63	5004-104	A. C.....	5.7	Havana to Georgia Line.....	Smith Eng'r. & Const. Co.....	10/47	7/48	120,594.00
Leon.....	371	5516-104	S. C. S. T.....	0.7	Woodward St. in Tallahassee.....	Faulk & Coleman.....	12/47	5/48	70,039.00
Washington.....	280	6109-101	S. C. S. T.....	10.9	Hinson Cross Road to SR 79.....	State Forces.....	9/46	5/48	65,000.00
Dade.....	A-1-A	8706-108	Retread.....	1.1	In Miami Beach & Surfside.....	Gulf Coast Const. Co.....	7/48	7/48	13,793.00
Dade.....	A-1-A	8706-109	Retread.....	0.6	Surfside to Bal Harbor.....	Gulf Coast Const. Co.....	7/48	7/48	17,405.00
Dade.....	5	8703-107	A. C.....	1.5	North Miami & North Miami Beach.....	Gulf Coast Const. Co.....	6/48	7/48	42,730.00
Dade.....	826	8717-101	Bridge.....	557'	Near Golden Beach.....	Cleary Bros.....	1/42	7/48	143,992.00
Gadsden.....	12	5002-109	A. C.....	15.4	Quincy to Leon Co. Line.....	Smith Eng'r. & Const. Co.....	2/47	7/48	151,776.00
Dade.....	828	8708-103	Rebuild Bridges.....	1024'	In Miami.....	Paul Smith.....	4/47	6/48	380,429.00
Palm Beach.....	5	9301-202	A. C.....	6.2	Broward Co. Line North.....	Wright & Son.....	9/47	6/48	382,520.00
Nassau.....	15	7403-105	Rebuild Bridges.....	473'	Duval Co. Line to Georgia Line.....	W. L. Ives.....	10/47	7/48	117,810.00
Hamilton.....	6	3206-104	SBRM.....	13.7	From Jasper to Near Columbia Co. Line.....	Duval Eng'r. & Const. Co.....	7/47	7/48	133,910.00
Osceola.....	60	9207-104	SBRM.....	21.7	Kissimmee River E. to Indian River Co.....	L. L. Hall Const. Co.....	8/47	7/48	340,922.00
Washington.....		6100-106	S. C. S. T.....	0.3	Chipley School.....	State Forces.....	9/47	5/48	3,000.00
Washington.....		6100-105	S. C. S. T.....	0.3	Vernon School.....	State Forces.....	8/47	5/48	5,174.00
St. Lucie.....	5	9401-109	A. C.....	1.3	In Ft. Pierce.....	Wulfe Const. Co.....	7/48	8/48	68,119.00
St. Lucie.....	70	9403-105	A. C.....	0.7	In Ft. Pierce.....	R. B. Tyler.....	6/48	8/48	13,809.00
St. Lucie.....	68	9407-105	A. C.....	0.7	In Ft. Pierce.....	R. B. Tyler.....	6/48	8/48	14,242.00
Walton.....	10	6001-105	Retread.....	1.1	In DeFuniak Springs.....	Covell.....	2/48	7/48	59,564.00
Brevard.....	520	7010-108	SBRM.....	0.2	A-1-A to Ocean.....	Faulk & Coleman.....	3/48	7/48	44,784.00
Brevard.....	46	7015-104	Retread.....	1.3	West of Miami to SR 5.....	R. B. Tyler.....	6/48	8/48	10,914.00
Brevard.....	405	7016-109	Retread.....	5.8	SR 50 to SR 5 in Titusville.....	R. B. Tyler.....	6/48	8/48	57,742.00
Manatee.....	684	1304-104	Bridge Approach.....	0.2	At Cortez.....	R. B. Tyler.....	5/48	8/48	2,856.00
Manatee.....	684	1308-103	SBRM.....	5.9	SR 684 to Anna Maria.....	R. B. Tyler.....	5/48	8/48	70,090.00
Flagler.....	5	7301-103	Rebuild Bridge.....	168'	From Volusia Co. Line to Bunnell.....	Hubbard Const. Co.....	8/47	6/48	101,595.00
Volusia.....	5	7901-108	Bridge.....	210'	County Line North.....	Hubbard Const. Co.....	8/47	7/48	51,913.00
Pinellas.....	55	1515-103	Bridge.....	270'	North of Tarpon Springs.....	Cone Bros.....	10/46	5/47	43,593.00
Pinellas.....	55	1515-201	A. C.....	1.8	Tarpon Ave. to Pasco Co. Line.....	L. W. & J. L. Cobb Const. Co.....	9/47	8/48	121,250.00
Brevard.....	520	7010-203	SBRM.....	7.3	St. Johns River to Cocoa.....	L. L. Hall Const. Co.....	3/48	1/49	316,474.00
Pasco.....	55	1403-201	A. C.....	5.6	Co. Line North.....	L. W. & J. L. Cobb Const. Co.....	9/47	8/48	267,848.00
Pasco.....	55	1403-202	A. C.....	5.8	Port Richey to SR 52.....	L. W. & J. L. Cobb Const. Co.....	9/47	9/48	395,836.00
St. Lucie.....	5	9401-202	A. C.....	7.3	J. Street to County Line.....	H. E. Wolf Const. Co.....	9/47	8/48	637,215.00
St. Lucie.....	A-1-A	9404-X	A. C.....	0.2	New Location in Ft. Pierce.....	H. E. Wolf Const. Co.....	9/47	8/48	
Indian River.....	5	8801-205	A. C.....	0.1	St. Lucie Co. Line to Bridge.....	H. E. Wolf Const. Co.....	9/47	8/48	1,279.00
Gadsden.....	269	5009-105	Widen A. C.....	0.1	In Chattahoochee.....	State Forces.....	5/48	6/48	1,053.00
Brevard.....	516	7005-106	Rebuild Bridges.....	2097'	Melbourne to India Atlantic.....	Cleary Bros.....	1/46	7/48	758,574.00
Lee.....	82	1207-102	Retread.....	0.5	In Fort Myers.....	Langston Const. Co.....	5/48	10/48	8,435.00
Hendry.....	80	0701-106	Retread.....	0.4	In La Belle.....	Langston Const. Co.....	5/48	10/48	3,691.00
Hendry.....	29	0706-109	Retread.....	3.0	In La Belle.....	Langston Const. Co.....	5/48	10/48	28,133.00
Charlotte.....	45	0101-111	Retread.....	0.4	In Punta Gorda.....	Langston Const. Co.....	5/48	10/48	5,362.00
Highland.....	731	0902-103	SBRM.....	1.3	Old Venus to SR 25.....	C. E. Const. Co.....	4/48	11/48	33,345.00

**DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1947 THROUGH DECEMBER 31, 1948**

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Columbia	47	2902-101	SBRM	11.6	Fort White North 11½ miles.	Caddell & Johnson	5/47	12/48	220,114.00
Nassau	107	7405-201	SBRM	3.6	0.000 to O'Neil.	Duval Eng'r. & Const. Co.	2/48	10/48	67,434.00
Nassau	107	7405-101	SBRM	0.8	Battlefield Fish Camp	Duval Eng'r. & Const. Co.	2/48	10/48	14,354.00
Clay	220	7114-101	RBST	0.5	Lees Corner East	L. L. Hall Const. Co.	4/48	8/48	16,145.00
Clay		7106-101	RBST	2.6	Lees Corner North to SR 21	L. L. Hall Const. Co.	2/48	8/48	73,098.00
Wakulla	363	5901-109	A. C.	2.6	Wakulla Sta. to Leon Co. Line	Smith Eng'r. & Const. Co.	11/46	11/48	41,574.00
Leon	155	5511-104	S. C. S. T.	13.9	2 mi. North Tallahassee to Georgia Line	Coggins & Deermont	6/48	10/48	56,474.00
Leon	10	5502-108	Conc. Widen	0.1	Monroe to Calhoun St.	City of Tallahassee	5/48	11/43	12,948.00
Leon	10	5502-111	A. C.	0.1	Monroe to Calhoun St.	Smith Eng'r. & Const. Co.	11/48	11/48	1,215.00
Leon	10	5506-104	Conc. Widen	0.1	Adams St. to Monroe St.	City of Tallahassee	5/48	11/48	12,947.00
Leon	10	5506-106	A. C.	0.1	Adams St. to Monroe St.	Smith Eng'r. & Const. Co.	11/48	11/48	1,215.00
Leon	61	5504-108	A. C.	0.1	Park Ave. to Tenn. St.	Smith Eng'r. & Const. Co.	11/48	11/48	4,661.00
Leon	363	5504-105	A. C.	10.3	Wakulla Co. Line to 10.250	Smith Eng'r. & Const. Co.	1/48	11/48	182,619.00
Leon	61	5505-106	A. C.	0.3	Tenn. St. to N. Brevard St.	Smith Eng'r. & Const. Co.	11/48	11/48	5,203.00
Leon	61	5510-101	S. C. S. T.	2.3	5 Points to S. A. L. R. R.	Coggins & Deermont	2/48	11/48	148,771.00
Franklin	65	4906-201	SBRM	16.7	SR 30 to Apalachicola National Forest	Faulk & Coleman	2/47	10/48	481,842.00
Seminole	434	7708-104	SBRM	6.6	SR 15 to Orange Co. Line	Hubbard Const. Co.	12/47	6/48	90,214.00
Taylor	30	3809-103	RBST	12.6	1 mile N. W. Econfina River to Hampton Springs.	Cobb Const. Co.	6/48	8/48	41,003.00
Calhoun	73	4704-201	S. C. S. T.	6.3	South of Frink to Clarksville.	Doyle Pope	11/47	11/48	140,274.00
Gadsden	267	5014-101	S. C. S. T.	8.5	SR 10 in Quincy to Georgia Line	Caddell & Jackson	8/47	9/48	134,554.00
Hamilton	135	3202-201	SBRM	7.7	SR 100 in White Sprs. to 7.7 North	Duval Eng'r. & Const. Co.	12/47	9/48	134,554.00
St. Lucie	68	9407-202	SBRM	11.8	Okeechobee Co. Line to Ft. Pierce	Wulfe Const. Co.	12/46	12/48	465,494.00
Bay	30	4601-108	A. C.	16.8	Walton Co. Line East	Smith Eng'r. & Const. Co.	2/47	11/48	279,272.00
Bay	30	4601-109	Remove Bridges	154'	Near LaGuna Beach	Johnson Bros.	6/48	11/48	11,359.00
Bay	30	4602-109	A. C.	0.2	In Panama City	Smith Eng'r. & Const. Co.	9/46	11/48	4,183.00
Dade	828	8708-104	A. C.	0.7	SR 4 East	Belder Oil Co.	3/48	10/48	203,541.00
Okeechobee	68	9110-201	SBRM	8.0	SR 15 to St. Lucie Co. Line	Wulfe Const. Co.	12/46	12/48	379,294.00
Okaloosa	4	5707-107	S. C. S. T.	0.1	In Baker	State Forces	8/47	9/48	2,000.00
Dade	A-1-A	8706-104	A. C.	2.2	Bakers Haul over to Golden Beh.	R. H. Wright	1/48	9/48	541,062.00
Dixie	55	3001-103	Retread	9.2	N. W. of Cross City	Caddell & Jackson	10/47	7/48	51,702.00
Dixie	55	3001-20	A. C.	7.2	Taylor Co. Line S. E.	Cragg Const. Co.	10/47	9/48	485,164.00
Martin	76	8906-202	RBST	6.7	East of Indiantown to Stuart	Wolfe Const. Co.	1/48	11/48	311,249.00
Dade	9	8724-202	A. C.	1.1	36th St. to 54th St.	Wright & Son	4/48	12/48	231,255.00
Santa Rosa	191	5809-102	S. C. S. T.	12.3	Cold Water River to Munson	State Forces	8/47	12/48	122,262.00
Holmes	10	5201-110	S. C. S. T.	0.4	Widen in Bonifay	Coggins & Deermont	6/48	12/48	69,801.00
Broward	5	8602-106	Bridges	466'	Pompano Canal and Hillsborough Canal	Cleary Bros.	3/48	12/48	145,021.00
Broward	5	8602-203	A. C.	8.5	Oakland Park to Hillsborough River	Dickerson Const. Co.	10/47	11/48	652,026.00
De Soto	70	0404-113	Remove Bridge	16'	West of Arcadia	State Forces	8/48	12/48	2,034.00
Polk	25	1618-204	Retread	7.1	Lake Co. Line South	J. D. Manly	1/48	12/48	277,570.00
Polk	37	1625-105	Retread	8.5	Mulberry to Lakeland	Cobb Const. Co.	2/48	12/48	319,056.00
Walton	395	6011-102	SBRM	4.9	SR 30 to Sea Grove Beach	State Forces	9/47	11/48	74,905.00
Gulf	386	5104-101	Bridge	231'	At Overstreet	Dunn	12/47	9/48	18,433.00
Osceola	15	9206-109	Remove Bridge	236'	From Keanesville to Holopow	State Forces	5/48	12/48	10,067.00
Hamilton	51	3208-101	SBRM	1.0	Jasper North	State Forces	8/48	12/48	17,530.00
Pinellas	55	1500-101	A. C.	1.0	Tarpon Springs	Cone Bros.	11/46	1/47	7,964.00
Polk	60	1613-201	RBST	7.1	Lake Wales East	G. W. Conner	4/47	1/48	324,674.00
Sumter	48	1806-104	RBST	10.2	County Line to Bushnell	L. L. Cobb Const. Co.	3/43	1/49	170,088.00
Orange	50	7506-201	RBST	15.0	Orlando to Bithlo	Cone Bros.	6/47	11/48	958,169.00
Flagler	11	7302-201	SBRM	8.2	Bunnell to Flagler Beach	Dickerson Const. Co.	8/47	1/49	426,373.00
Lake	25	1120-203	A. C.	14.8	Polk Co. Line to Clearmont	J. D. Manly	12/47	12/48	568,848.00
Pasco		1400-101	Retread	0.3	Leg in New Port Richey	L. L. Cobb Const. Co.	9/47	8/48	15,172.00
Orange	50	7506-109	Widen Bridges	689'	Orlando to Bithlo	State Forces	9/47	11/48	59,248.00
									21,506,834.00

STATE MAINTAINED SYSTEM BY HIGHWAY TYPE GROUPS AS OF DECEMBER 31, 1948

FIRST DIVISION

COUNTY	MILES BY ROADWAY SURFACE TYPE GROUPS								FEET BY STRUCTURE TYPE GROUPS									
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6	GROUP 7	TOTAL	GROUP 10	GROUP 11	GROUP 12	GROUP 13	GROUP 14	GROUP 15	GROUP 16	TOTAL	TOTAL	GRAND TOTAL
	Unsurfaced Graded Roads	Surface Treated (less than 1 in.) Non-Rigid Base	Surface Treated (less than 1 in.) Rigid Base	Sand Bituminous Road Mix and Retreads	Cement Concrete	Dual and Combination Type Roads	Brick, Block and High Type Bituminous	Roadway Surface Miles	Timber Structure	Steel Structure	Concrete Structure	Timber Steel	Timber Concrete	Steel Concrete	Timber Steel Concrete	Bridges—Feet	Bridges—Miles	Roads and Bridges—Miles
Charlotte		21.074		57.766		128	426	79.394	3,936	221	4,505			1,085		9,747	1,846	81.240
De Soto		58.467		12.740	1,803	7,406		80.416	2,374		410			177		481	3,895	81.154
Glades	29.634	47.874		8.622	441			86.571	2,776		33		453			1,689	4,625	87.447
Hardee		42.001		20.555	1,058			63.614	811		833					139	2,310	64.052
Hendry	16.212	48.605		19.322				84.139	1,663	127		16		511		372	2,353	84.584
Hernando		48.033		21.541	9,307		534	79.415	233							1,152	218	79.633
Highlands		41.537		37.208	12.181		593	91.519	4,974	126	408					5,508	1,043	92.562
Hillsborough		30.555	1.376	118.935	51,745	8,062	7,565	224.238	1,530	508	18,997	198	3,242	2,160	793	27,428	5,193	229.431
Lee	388	7.807		70.878	.022	.990	26.076	105.861	2,348	394	4,908				311	232	8,193	155.665
Manatee		87.981		28.953			17.505	134.459	3,317	258	4,229			83		36	8,706	136.087
Pasco		106.756		16.159	19.210		13.210	155.341	251	99	1,000					30	1,715	155.665
Pinellas	229	11.752	16.612	84.881	5.330	3,928	17.336	135.278	330	379	9,533					102	10,095	137.303
Polk	4.021	140.546		127.635	24.283	.495	46.053	343.033	1,102		3,709					1,062	7,367	344.423
Sarasota	.214	76.647		33.342	6.264	.300	11.960	128.727	2,154	787	2,026	139	4,352	1,557		11,015	2,086	130.813
Division Total	50.698	775.335	17.988	658.537	126.844	21.319	141.264	1,791.985	27,799	3,026	50,653	375	9,898	7,138	5,820	104,709	19,827	1,811.812

SECOND DIVISION

Alachua	.527	127.349	.189	82.009	10.422	4.702	28.971	254.169	909		998		256	1,262	222	3,647	.689	254.856
Baker	227			44.646	1.422		.169	46.464	377		599			42	177	1,195	226	46.690
Bradford		59.737		19.979			4.255	83.971	853		667	23		164	163	1,870	354	84.325
Clay		57.511		58.222		.918	3.074	119.725	1,302	322	3,698		30	396	277	6,025	1,140	129.865
Columbia		48.713		63.195	25.199		692	137.709	94	142	693				984	1,910	361	138.070
Dixie		24.014		28.262			7.070	59.346	945		367			1,482	361	3,158	598	59.944
Duval	1.306	44.245	.691	48.338	58.830	1.702	51.612	206.724	4,838		6,877	96		6,190		19,302	3,657	210.381
Gilchrist	2.882	46.928		9.709			.506	60.025	.65	1,301						580	109	60.134
Hamilton	1.729	37.023		43.540			.579	82.871	395		836					1,799	341	83.212
Lafayette	1.964	50.025		20.673				72.652	1,033	422	96					962	3,496	177.718
Levy		102.109		45.197		.075	29.579	176.960	2,757		838			253	151	4,005	758	112.019
Madison		56.007		38.880	16.716	.710		112.313	898		1,110		378	814		3,273	696	112.019
Nassau	5.034	27.373		8.057	2.860		47.610	90.934	1,081	404	1,071			591	305	4,052	767	91.701
Swannee		72.733		17.237	12.264		.160	102.414			113			726		839	159	102.573
Taylor		76.726		47.048			1.788	125.562	2,357		401			421	1,043	4,309	817	126.379
Union	.540	37.681		18.565				56.786	1,320		1,528	46				2,831	548	57.334
Division Total	14.209	868.194	.880	593.557	127.713	8.107	175.975	1,788.635	19,224	2,591	20,522	165	1,109	14,197	4,473	62,281	11,732	1,800.127

THIRD DIVISION

Bay		17 644		81 817	13 272	.257	24 398	137 388	3,034	1,121	3,187		6,996	2,017	16,355	3 097	140 485	
Calhoun		74 575		2 581				77 156	712	280	308		226	9,376	1,046	11,948	2 263	79 419
Escambia		71 561	.086	23 064	62 594	3 242	.559	161 106	1,881	321	3,090	36	91	18,201	3,546	27,169	5 144	166 250
Franklin	.862	5 284		90 013	1 098			97 257	2,513	405	28	38	392	434	29,140	23,950	4 536	101 793
Gadsden	14 412	70 926		354	826	.505	42 691	129 714	175	32	2,871		1,884	850	6,142	1 162	130 876	
Gulf		20 728		45 461	762			66 951	1,045	189	131		119	478	1,962	372	67 323	
Holmes	7 037	113 223		167	519			120 779	5,973	189	226		21	6,220	1 178	121 957		
Jackson		167 666		24 926	9 725		400	202 717	1 874	239	2,479		167	3,770	832	9 381	1 777	
Jefferson	018	85 135		8 034	9 083		1 180	103 450	1,521	922	53		81	551	3 131	593	104 043	
Leon	9 853	50 456		5 377	37 479	.081	34 069	137 306	977	143	451		106	1,192	195	3 064	541	
Liberty	12 707	37 090		27 374				77 171	1,344		105		121	1,744	3,313	627	77 798	
Okaloosa	.035	88 694		59 668	446			148 843	9,617	519	2,568	251		916	708	14,579	2 761	
Santa Rosa		127 659		44 064	5 215	6 140	.047	183 425	7,999	270	404	39	31	640	7,511	16,885	3 199	
Wakulla	4 295	11 141		48 171			2 611	66 218	1,106		327	36		112		1,581	298	
Walton		117 472		77 673	850			195 995	5,987	302	27		606	739	10,246	17,898	3 389	
Washington		90 174		10 541	5 066			105 781	4,226	94	1,009			1,500	600	7,429	1 407	
Division Total	49 219	1,149 728	.086	549 118	146 935	10 225	105 946	2,011 257	50 287	3,965	18,133	444	1,619	46,075	50,484	171,007	32 384	2,043 641

FOURTH DIVISION

Broward		106,511		7,931	1,511	6,558	18,433	140,944	120	1,153	697			894	122	2,986	564	141,508
Collier	4,173	94,452		40,536				139,161	6,322	141	923		2,071	1,078	100	10,635	2,014	141,175
Dade		77,514		59,997	30,382	6,839	23,664	198,396	1,373	619	3,109		1,147	5,051	1,272	12,571	2,382	200,778
Indian River	432	27,738		32,670	974		12,477	74,291	9,563	292	582	30	208			10,675	2,022	76,313
Martin		59,725		33,434	623		129	23,553	117,464	1,082	566	1,874	20	66	2,084	900	6,592	1,247
Monroe	16,519	90,496		4,085				111,100	483	468	36,546	467		52,685	4,329	91,978	17,988	129,088
Okaloosa		64,242		23,035				87,277	6,808	333	335		910	46		689	9,121	1,729
Palm Beach	5,760	179,184		48,013	5,319	3,640	26,919	268,835	5,836	1,874	6,809	66		337		666	15,583	2,952
St. Lucie	2,011	54,671		13,708		.146	22,905	93,441	3,484	403	501		379			1,827	6,594	1,250
Division Total	28,895	754,533		263,409	38,809	17,312	127,951	1,230,909	35,071	5,849	51,376	116	5,248	62,175	9,935	169,740	32,148	1,263,057

FIFTH DIVISION

Brevard		81 275		103 496	5 842	16 829	21 910	229 352	13 913	993	3 744	184		2 730	762	22 326	4 229	233 581	
Citrus	038	67 780		39 495	721	206	347	108 587	95	993				288		1 376	260	108 847	
Flagler		46 715		30 843	6 036			83 594		1 319					831	2 150	406	84 000	
Lake	1 712	180 123		22 408	18 085	2 455	65 048	289 831	9 227	662		89		490	553	12 014	2 276	232 107	
Marion		241 182	640	32 029		0 010	21 944	295 835	621	352	392				322	1 687	319	236 154	
Orange	038	115 240		2 825	30 797	3 333	40 567	194 194	1 753		1 153			186		3 092	596	194 780	
Osceola		67 401		40 539	10 671		1 052	122 199	3 876		1 434				850	6 308	1 195	123 394	
Putnam		82 411		9 085		3 512	13 437	115 113	1 085	426			57			4 992	916	116 059	
St. Johns	14 109	88 060	16 672	17 228	688		31 095	168 618	23 055	474	624	169		2 247	406	26 975	5 109	173 727	
Seminole		19 215		44 145		3 504	26 995	93 859	713	356	680			772		2 821	477	94 336	
Sumter		100 802		4 699			040	105 541	93		238			1 033	623	1 987	376	105 917	
Volusia		64 110	1 435	79 228	45 784	7 680	7 521	205 758	3 992	819	1 249	1 784	422	2 102	175	10 543	1 937	207 755	
Division Total		15 897	1 154 314	29 345	426 020	118 624	38 325	229 956	2 012 481	58 423	4 230	16 243	2 226	422	9 905	4 522	95 971	18 176	2 030 657
Grand Total...		158 918	4 702 104	48 299	2 490 641	558 925	95 288	781 092	8 835 267	190 804	19 661	156 927	3 326	18 296	139 490	75 294	603 708	114 327	8 949 594
Federal Participation		1 995	726 683	1 242	551 105	367 223	33 755	309 477	1 991 480	24 824	3 324	69 687	30	5 614	25 759	14 518	143 756	27 229	2 018 709
State		156 923	3 975 421	47 057	1 939 536	191 702	61 533	471 615	6 843 787	165 980	16 337	87 240	3 296	12 682	113 731	60 686	459 952	87 098	6 930 885

STATE MAINTAINED SYSTEM
PAVEMENT WIDTHS AND STRUCTURES—BY SURFACE TYPE GROUPS (IN MILES TO NEAREST THOUSANDTHS)
AS OF DECEMBER 31, 1948

SURFACE TYPE	Type Group			WIDTH OF SURFACE (FEET)															
	PRA	State		G & D	Under. 14	14/15	16/17	18/19	Div. 18/19	20/21	Div. 20/21	22	23/26	Div. 23/26	27/29	Div. 27/29	30/32	Div. 30/32	
Graded and Drained.....	C	1-A	Urban.....	1.864		239													
			Rural.....	83.675															
			Total.....	85.539		239													
Soil Surfaced.....	D	1-B	Urban.....																
			Rural.....			15.934		902						018					
			Total.....			15.934		902						018					
Shell, Rock, etc.....	E	1-C	Urban.....					383		1.560			220				734		
			Rural.....		498	4.222	17.701	8.150		20.406			2.183						
			Total.....		498	4.222	17.701	8.533		21.966			2.403				734		
Surface Treated (Non-Rigid Base).....	F	2	Urban.....		722	12.235	26.971	42.505		95.056		41.968	25.156	213	22.912		11.499	1.030	
			Rural.....		18.929	261.567	601.436	708.250		1,844.917	190	837.980	84.337		9.864		6.120		
			Total.....		19.651	273.802	628.407	750.755		1,939.973	190	879.948	109.493	213	32.776		17.619	1.030	
Surface Treated (Rigid Base).....	G	3	Urban.....				524	2.185		691			366				1.491		
			Rural.....				29.029	7.045				189	459				1.148		
			Total.....				29.553	9.230		691		189	825				2.639		
Sand Bituminous Mix and Retreads.....	G	4	Urban.....			1.682	6.423	19.466		60.325	138	37.609	53.007		15.979		29.227	142	
			Rural.....			49.962	50.803	227.578		1,131.637		409.126	289.737		1.005		7.678	050	
			Total.....			51.644	57.226	247.044		1,191.962	138	446.735	342.744		16.984		36.905	192	
Cement Concrete.....	J	5	Urban.....			680	370	4.619	123	9.983		4.052	17.033		15.343		4.049		
			Rural.....			9.237	1.636	168.583		47.232		37.270	114.995		48.401		565		
			Total.....			9.917	2.006	173.202	123	57.215		41.322	132.028		63.744		4.614		
Dual Type.....	M	6-A	Urban.....				010	219				038	340		1.965		2.596		
			Rural.....				191	11.602		11.191		879					3.209		
			Total.....				201	11.821		11.191		917	340		1.965		5.805		
Combination.....	M	6-B	Urban.....				531	068		350		1.172	1.387		092		2.026		
			Rural.....			1.387	6.019	3.512		1.206		9.266	6.165				717		
			Total.....			1.387	6.550	3.580		1.556		10.438	7.552		092		2.743		
Bituminous Penetration.....	H	7-A	Urban.....				2.260	2.945		552		829	030						
			Rural.....			2.426	37.362	16.748		064			149						
			Total.....			2.426	39.622	19.693		616		829	179						
Bituminous Concrete and Sheet Asphalt.....	I	7-B	Urban.....			2.413	1.188	11.434	066	3.299		12.965	29.744		9.506		8.267	125	
			Rural.....			25.805	31.915	68.076		12.482		108.339	236.108	104	3.743		1.138		
			Total.....			28.218	33.103	79.510	066	15.781		121.304	265.852	104	13.249		9.405	125	
Brick.....	K	7-C	Urban.....				1.565	2.948		3.233		470	5.103	050	2.382	530	4.647	541	
			Rural.....				7.497	250	110				008				107		
			Total.....				9.062	3.198	110	3.233		470	5.111	050	2.382	530	4.754	541	
Block.....	L	7-D	Urban.....				2.606						607				1.073		
			Rural.....				1.344											004	
			Total.....				3.950						607					1.077	
				Total Urban.....	1.864	722	17.249	42.448	86.772	189	175.049	138	99.103	132.993	263	68.179	530	65.609	1.838
				Total Rural.....	83.675	19.427	354.606	800.867	1,220.696	110	3,069.135	190	1,403.049	734.159	104	63.013		20.686	050
				Grand Total.....	85.539	20.149	371.855	843.315	1,307.468	299	3,244.184	328	1,502.152	867.152	367	131.192	530	86.295	1.888

STATE MAINTAINED SYSTEM
PAVEMENT WIDTHS AND STRUCTURES—BY SURFACE TYPE GROUPS (IN MILES TO NEAREST THOUSANDTHS)
AS OF DECEMBER 31, 1948 (Continued)

WIDTH OF SURFACE (FEET)—Continued																Total Road	Total Bridges	Total Roadway & Bridges
33	34/35	36/39	Div. 36/39	40/43	Div. 40/43	44	Div. 44	45/49	Div. 45/49	50/54	Div. 50/54	55/59	Div. 55/59	60 & Over	Div. 59 & Over			
																2.103		2.103
																83.675	1.783	85.458
																85.778	1.783	87.561
																16.854	012	16.866
																16.854	012	16.866
		229														3.126	439	3.565
																53.160	438	53.598
		229														56.286	877	57.163
2.739	3.225	10.790	1.244	7.470	702	587		11.704	544	2.228		692	119	1.005	531	323.847	7.404	331.251
062	490	2.605		872	145			282		150				061		4,378.257	53.028	4,431.285
2.801	3.715	13.395	1.244	8.342	847	587		11.986	544	2.378		692	119	1.066	531	4,702.104	60.432	4,762.536
034		1.442		765				050		414		1.016				8.978		8.978
696										750		005				39.321	475	39.796
730		1.442		765				050		1.164		1.021				48.299	475	48.774
3.919	3.896	21.926	1.602	17.332	087	4.268	079	13.976	817	5.721	176	2.885	290	4.017	725	305.714	4.977	310.691
544	285	529		5.288		472	2.960	1.103	5.824					140	206	2,184.927	31.923	2,216.850
4.463	4.181	22.455	1.602	22.620	087	4.740	3.039	15.079	6.641	5.721	176	2.885	290	4.157	931	2,490.641	36.900	2,527.541
3.746	981	16.218	1.364	13.054	480	055	9.500	1.651		501		020	454	617		104.893	2.159	107.052
13.082		232		4.614			6.827			479				879		454.032	5.157	459.189
16.828	981	16.450	1.364	17.668	480	055	16.327	1.651		980		020	454	1.496		558.925	7.316	566.241
	138	3.454	670	4.057				905		316		495		1.380	256	16.839	126	16.965
082		1.712	918	5.427				095				162		206		35.674	691	36.365
082	138	5.166	1.588	9.484				1.000		316		657		1.586	256	52.513	817	53.330
	077			128				3.994		2.519				417		12.761	019	12.780
								1.742								30.014	040	30.054
	077			128				5.736		2.519				417		42.775	059	42.834
		1.068				1.435		411		143						9.673	061	9.734
086										112						56.947	326	57.273
086		1.068				1.435		411		255						66.620	387	67.007
1.167	352	8.335		11.342	331	453	215	11.227	7.046	10.499	499	4.029	111	6.379	3.134	144.126	1.598	145.724
		011		1.404					9.283					2.681	4.639	505.728	2.710	508.438
1.167	352	8.346		12.746	331	453	215	11.227	16.329	10.499	499	4.029	111	9.060	7.773	649.854	4.308	654.162
710	759	2.655	311	7.465	068	868	098	1.160	068	946		2.279		5.543	365	44.764	242	45.106
																7.972		7.972
710	759	2.655	311	7.465	068	868	098	1.160	068	946		2.279		5.543	365	52.736	342	53.078
	110			2.219		246		010						3.663		10.534	007	10.541
																1.348	612	1.960
	110			2.219		246		010						3.663		11.882	619	12.501
12.315	9.538	66.117	5.191	63.832	1.668	7.912	9.892	45.088	8.475	23.287	675	11.416	974	23.021	5.017	987.358	17.132	1,004.490
14.552	775	5.089	918	17.605	145	472	9.787	3.222	15.107	1.491		167		3.967	4.845	7,847.909	97.195	7,945.104
26.867	10.313	71.206	6.109	81.437	1.813	8.384	19.679	48.310	23.582	24.778	675	11.583	974	26.988	9.856	8,835.267	114.327	8,949.594

BRIDGE STRUCTURES ON THE STATE MAINTAINED SYSTEM

DECEMBER 31, 1948

COUNTY	NUMBER OF STRUCTURES		NUMBER UNDER OVER		SPECIAL STRUCTURES INCLUDED			LENGTH IN FEET		COUNTY	NUMBER OF STRUCTURES		NUMBER UNDER OVER		SPECIAL STRUCTURES INCLUDED			LENGTH IN FEET	
	Timber	Total	20 Ft.	20 Ft.	Over-Passes	Under-Passes	Draw-Bridges	Total	Timber		Timber	Total	20 Ft.	20 Ft.	Over-Passes	Under-Passes	Draw-Bridges	Total	Timber
Alachua.....	12	34	2	29	2	1		3,647	909	Lee.....	41	56	13	39			4	8,193	2,348
Baker.....	2	9		8	1			1,195	377	Leon.....	14	31	3	20	5	3		3,064	977
Bay.....	34	46	8	34	1		3	16,355	3,034	Levy.....	24	48	4	44				4,005	2,757
Bradford.....	23	42	13	28	1			1,870	853	Liberty.....	14	27	4	23				3,313	1,344
Brevard.....	41	66	14	44	1		7	22,326	13,913	Madison.....	15	27	5	20	2			3,200	898
Broward.....	3	27		17			10	2,986	120	Manatee.....	27	45	14	29			2	8,706	3,317
Calhoun.....	9	22	4	17	1			11,948	712	Marion.....	16	25	8	7	3	4	3	1,687	621
Charlotte.....	40	58	19	37			2	9,747	3,936	Martin.....	24	55	11	38	1		5	6,592	1,082
Citrus.....	1	7		3	4			1,376	95	Monroe.....	6	45		41			4	94,978	483
Clay.....	22	36	7	27			2	6,025	1,302	Nassau.....	28	54	17	32	3		2	4,052	1,081
Collier.....	83	135	3	131			1	10,635	6,322	Okaloosa.....	32	38	9	26	2		1	14,579	9,617
Columbia.....	4	24	2	22				1,910	94	Okeechobee.....	60	75	14	57	1		3	9,121	6,808
Dade.....	30	89	3	81			5	12,571	1,373	Orange.....	15	31	2	27	1	1		3,092	1,753
De Soto.....	46	57	21	35	1			3,895	2,374	Osceola.....	14	31		29	1		1	6,308	3,876
Dixie.....	14	28	1	27				3,158	945	Palm Beach.....	60	101	27	51	2	1	20	15,588	5,836
Duval.....	14	60	1	43	4	2	10	19,302	4,838	Pasco.....	5	24	2	20	2			1,715	251
Escambia.....	4	34		29	3		2	27,169	1,881	Pinellas.....	3	32	1	25	2		4	10,695	330
Flagler.....		20		19	1			2,150		Polk.....	12	62	1	52	5	4		7,367	1,102
Franklin.....	17	24	5	17			2	23,950	2,513	Putnam.....	20	33	3	25	1	1	3	4,992	1,085
Gadsden.....	6	31		28	3			6,142	475	St. Johns.....	63	73	29	40			4	26,975	23,055
Gilchrist.....	4	6	4	2				580	65	St. Lucie.....	31	43	5	36			2	6,594	3,484
Glades.....	68	87	36	50			1	4,625	2,776	Santa Rosa.....	29	41	7	32	1		1	16,885	7,999
Gulf.....	19	23	5	16			2	1,962	1,045	Sarasota.....	35	65	8	50			7	11,015	2,154
Hamilton.....	3	13	1	12				1,799	395	Seminole.....	5	15		13			2	2,521	713
Hardee.....	8	19		19				2,310	811	Sumter.....	3	17	1	15	1			1,987	93
Hendry.....	35	46	6	38			2	2,353	1,663	Suwanee.....		4		3	1			839	
Hernando.....	4	9		8	1			1,152	233	Taylor.....	35	56	9	47				4,309	2,357
Highlands.....	32	36	11	23			1	5,508	4,974	Union.....	16	19	6	12	1			2,894	1,320
Hillsborough.....	5	60	1	48	6		5	27,428	1,530	Volusia.....	23	45	1	37	2		5	10,543	3,992
Holmes.....	38	43	6	36	1			6,220	5,973	Wakulla.....	7	13	1	12				1,581	1,106
Indian River.....	36	40	7	30	1		2	10,675	9,563	Walton.....	52	62	8	52			2	17,898	5,987
Jackson.....	18	40	5	30	2	2	1	9,381	1,874	Washington.....	15	25	4	20			1	7,429	4,226
Jefferson.....	20	29	3	22	3	1		3,131	1,524										
Lafayette.....	12	25	3	22				3,496	1,033	Totals.....	1,465	2,670	410	2,022	78	21	139	603,708	190,804
Lake.....	14	27	2	16	4		5	12,014	9,227										

Average Length All Bridges—226 Feet.

Longest Bridge 35,716 Feet. (Approximately 7 miles)

**STRUCTURES ON THE STATE MAINTAINED SYSTEM WITH
ROADWAY CLEARANCE LIMITATIONS UNDER 16 FEET AS OF
DECEMBER 31, 1948**

COUNTY	Road Number		Section Number	Bridge Number	Rural or Urban	CLEARANCE				
	U. S.	State				Stream (if Navigable)	Vertical		Horizontal	
							Ft.	In.	Ft.	In.
Alachua.....	441	25	2601	3	U	....	15	..	24	..
Bay.....	..	79	4609	4	R	107	14	..	30	..
Bay.....	98	30	4602	12	R	78	15	..	21	..
Bay.....	98	30	4602	19	R	90	15	..	21	..
Brevard.....	..	3	7014	71	R	65	..	..	13	..
Calhoun.....	..	20	4701	19-A	R	80	14	..	25	..
Citrus.....	41	45	0201	3	R	....	13	..	21	..
Clay.....	17	15	7102	9	R	63	14	2	21	..
Clay.....	17	15	7102	11	R	63	14	2	21	..
Collier.....	..	92	0306	120	R	51	..	..	15	..
Columbia.....	41	25	2904	6	R	....	14	6	21	..
Dixie.....	19	55	3001	31	R	....	14	..	25	..
Duval.....	1	15	7208	15	U	....	14	..	23	8
Duval.....	..	21	7217	39-B	R	....	14	..	16	6
Escambia.....	90	10	4801	7-A	R	74	14	7	21	..
Franklin.....	319	30	4901	7	U	119	14	..	25	..
Franklin.....	319	30	4901	17	R	43	14	¾	21	..
Gadsden.....	90	63	5002	8-A	R	....	14	6	21	..
Glades.....	..	25	0501	44	R	51	14	..	16	..
Gulf.....	..	71	5102	1-A	R	105	14	..	32	..
Gulf.....	..	386	5104	23	R	91	13	6	12	..
Hamilton.....	41	25	3201	5	R	....	14	..	21	..
Hamilton.....	..	51	3203	7-A	R	....	15	..	21	..
Hendry.....	..	80	0703	30	R	20	14	9	23	..
Highlands.....	..	25	0901	2-A	R	....	14	..	36	..
Highlands.....	..	66	0911	34-A	R	51	..	..	12	..
Hillsborough.....	92	600	1015	20	R	75	15	..	51	..
Indian River.....	..	510	8805	53	R	60	..	..	11	..
Indian River.....	..	502	8803	54	U	60	..	..	11	..
Jackson.....	90	10	5301	3	U	....	14	7½	48	..
Jackson.....	90	10	5301	4	U	....	13	..	24	..
Jackson.....	90	10	5302	5	R	....	14	2	22	6
Jackson.....	..	276	Georgia	22	R	....	14	1	16	..
Jefferson.....	90	10	5401	4	R	....	13	..	24	..
Lafayette.....	..	20	3301	12-A	U	....	14	..	25	..
Lake.....	19	40	1114	24	R	89	14	..	19	..
Leon.....	319	363	5504	9	U	....	13	..	24	..
Leon.....	..	371	5516	20-A	U	....	10	5	20	..
Leon.....	19	20	5507	21	R	11	14	11	21	..
Leon.....	19	20	5508	29	R	....	14	..	24	..
Madison.....	90	10	3501	10-A	R	....	14	..	21	..
Manatee.....	..	684	1304	6	R	60	15	..	16	..
Marion.....	441	500	3601	1	R	....	15	..	24	..
Marion.....	..	40	3611	4	R	....	14	..	25	..
Marion.....	..	40	3611	5	R	....	12	..	24	..
Marion.....	19	500	3607	18	R	....	13	..	25	..
Monroe.....	1	5	9003	20	R	100	15	6	21	..
Nassau.....	17	5	7402	8	R	85	13	..	21	..
Okaloosa.....	90	10	5701	4	R	....	14	11	21	..
Okaloosa.....	90	10	5701	6	R	....	15	..	21	..
Okaloosa.....	98	30	5703	34	R	90	14	..	25	..
Okeechobee.....	..	70	9107	1	R	62	15	..	21	..
Orange.....	17	600	7503	5	U	....	14	..	34	..
Palm Beach.....	..	25	9310	16	R	51	15	9	18	..
Palm Beach.....	..	80	9311	29	U	50	15	9	15	6
Palm Beach.....	..	80	9312	40	R	60	14	..	25	..
Palm Beach.....	..	A-1-A	9306	60	U	25	15	7	15	..
Palm Beach.....	..	717	9317	70-A	U	....	10	4	18	..
Pasco.....	..	575	1415	23	R	....	17	..	12	..
Polk.....	92	600	1601	27	U	....	12	10	14	6
Polk.....	92	600	1602	28	U	....	14	..	24	..
Polk.....	92	600	1602	31	U	....	14	6	41	..
Polk.....	..	60	1613	47	U	....	13	..	30	..
Putnam.....	17	15	7601	3	R	60	14	..	21	..
Putnam.....	17	15	7603	9	R	41	13	..	21	..
Putnam.....	..	20	7605	20	U	....	15	..	21	..
Seminole.....	17	600	7701	2-A	R	90	14	..	25	..
Seminole.....	..	46	7704	4	R	48	13	..	12	..
Volusia.....	..	A-1-A	7908	23-B	U	60	14	..	23	..
Volusia.....	..	46	7914	30	R	93	13	..	17	..
Volusia.....	..	A-1-A	7915	46-A	U	54	..	..	11	..
Walton.....	..	20	6003	37-A	R	78	15	..	21	..

**AVERAGE DAILY SEASONAL MAXIMUM AND ANNUAL TRAFFIC COUNTS
BY THE PERMANENTLY LOCATED ELECTRIC RECORDERS**

No.	RECORDER	1939		1940		1941		1942		1943		1944		1945		1946		1947		1948	
		Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual
1.	U. S. 90, 1 Mi. E. of Crestview...	937	824	914	895	1,105	1,058	1,045	913	812	729	813	785	822	704	983	905	1,060	1,015	1,095	1,030
3.	U. S. 41, 1 Mi. N. of Jasper.....	2,003	1,868	1,828	1,774	2,281	2,012	1,781	1,335	1,158	1,110	1,282	1,227	2,009	1,586	2,396	2,242	2,930	2,665	3,170	2,880
4.	U. S. 90, 1 Mi. E. of Baldwin.....	3,680	3,486	3,360	3,138	4,182	3,648	2,656	2,135	1,738	1,646	1,723	1,672	2,042	1,859	2,351	2,248	2,640	2,425	2,655	2,450
5.	U. S. 17, 0.5 Mi. N. of St. Johns River.....	2,581	1,978	2,562	2,215	2,781	2,326	1,975	1,346	1,168	1,141	1,334	1,276	2,206	1,704	2,865	2,366	3,870	3,190	3,675	2,890
7.	U. S. 92, 0.5 Mi. E. of Plant City...	5,475	4,735	5,580	4,939	5,722	5,111	5,104	3,968	3,773	3,768	4,380	4,266	5,174	4,449	6,800	6,090	6,860	6,135	7,330	6,002
10.	U. S. 1, 0.5 Mi. N. of Boca Raton...	5,382	3,454	5,891	3,925	5,773	3,685	3,691	2,324	2,085	1,931	2,441	2,252	3,755	2,923	5,799	4,468	6,340	4,415	Rd. under Const.	
11.	U. S. 98, 18.5 Mi. W. of Apalachicola.....	423	381	394	350	521	461	Discontinued													
12.	U. S. 1, 15.0 Mi. S. of Jacksonville...	3,024	2,409	3,286	2,642	3,747	2,935	2,673	1,618	1,247	1,187	1,371	1,330	2,352	1,763	3,271	2,776	3,370	3,165	3,800	3,435
13.	U. S. 41, 15.0 Mi. N. of Tampa....	2,010	1,804	2,257	2,032	2,523	2,469	2,242	1,778	1,734	1,597	1,656	1,647	2,599	1,994	3,376	3,026	3,750	3,230	4,570	3,505
14.	U. S. 41, 4.0 Mi. S. of Punta Gorda...	1,569	1,079	1,655	1,154	1,833	1,253	1,173	765	709	641	780	723	1,012	836	1,630	1,238	2,000	1,520	2,145	1,530
15.	U. S. 441, 5.0 Mi. S. of Ocala.....			2,289	2,230	2,622	2,475	1,963	1,527	1,496	1,440	1,561	1,552	2,478	1,932	3,400	3,000	3,625	3,320	4,050	3,925
16.	U. S. 19, 1 Mi. W. of Suwannee River.....			1,300	1,219	1,479	1,205	1,123	878	739	685	724	690	1,259	915	1,393	1,271	1,605	1,530	1,800	1,760
17.	On Fla. 23, 3.0 Mi. N. of LaCrosse...					485	374	332	264	252	225	279	252	336	299	490	390	535	415	440	400
18.	Fla. 24, 3.5 Mi. N. of Waldo.....					2,918	2,628	2,046	1,703	1,592	1,511	1,821	1,728	2,401	2,123	2,055	1,869	2,190	2,015	2,585	2,260
19.	Fla. 12, 4.5 Mi. W. of Quincy.....					973	846	688	617	599	599	653	645	874	778	1,059	986	1,260	1,160	1,400	1,275
20.	Fla. 60, 4.1 Mi. E. of Bartow.....					1,387	1,073	1,032	700	591	579	Discontinued									
21.	U. S. 98, 24.0 Mi. W. of Panama City.....							537	446	619	529	511	467	507	398	625	539	1,040	705	1,090	800
23.	U. S. 1, 2.5 Mi. S. of Oak Hill.....							2,138	1,123	761	703	945	886	1,971	1,327	3,024	2,361	3,240	2,285	3,370	2,695
24.	Fla. 17, 2.5 Mi. N. of Lake Placid...							580	413	308	303	406	364	526	436	736	713	Rd. under Const.	1,645	1,160	
25.	Fla. 154, 0.5 Mi. S. of Chaires.....									133	121	153	142	193	185	259	242	315	245	Discontinued	
26.	Fla. 559, 2.75 Mi. N. of Auburn- dale.....											328	312	445	358	578	513	640	515	430	335
27.	Fla. 85, 2.0 Mi. N. of Crestview...													746	718	861	839	1,085	940	1,140	1,034
28.	Intersection Fla. 10 & Fla. 59, 5.3 Mi. S. of Micoosukee.....																			200	195

AVERAGE DAILY TRAFFIC COUNT AT 83 DRAWBRIDGES

Type of Vehicles	1941		1942		1943		1944		1945		1946		1947		1948	
	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941
Total.....	137,614	100	94,469	68.6	83,994	61.0	96,353	70.0	123,219	89.5	168,801	122.7	195,498	142.1	208,401	151.4
Passenger Cars.....	113,296	100	72,166	63.7	59,464	52.5	71,550	63.2	97,101	85.7	139,417	123.1	161,525	142.6	171,061	151.0
Out of State.....	34,640	100	19,331	55.8	12,818	37.0	17,743	51.2	22,225	64.2	43,220	124.8	46,673	134.7	49,241	142.2

TABULATION SHOWING EXPENDITURES FOR RIGHTS OF WAY FOR THE CALENDAR YEARS 1947 AND 1948

COUNTY	SECTION	JOB	AMOUNT ALLOCATED	1947 EXPEND.	1948 EXPEND.	TOTAL EXPEND.	SOURCE OF FUNDS
Alachua	2602	206	\$ 17,026.32	\$	\$ 17,447.40	\$ 17,447.40	80% Surplus Gasoline Tax Fund
Alachua	2606	107	12,000.00	2,860.00	7,010.00	9,870.00	State Funds
Broward	8607	201	250,000.00		222,775.08	222,775.08	\$100,000.00 Broward Co. Contribution Fund \$150,000.00 80% Surplus Gas. Tax Fund
Charlotte	0101	203	28,822.45	17,672.45	11,150.00	28,822.45	State Funds
Columbia	2902	101	21,562.50		3,250.00	3,250.00	80% Surplus Gasoline Tax Fund
Dade	8708	104	40,000.00	28,158.00	5,292.60	33,450.60	80% Surplus Gasoline Tax Fund
Dade	8717	103	40,000.00		34,210.00	34,210.00	80% Surplus Gasoline Tax Fund
Dade	8724	202	111,000.00	31,165.00	80,350.73	111,515.73	80% Surplus Gasoline Tax Fund
Dade	8724	203	477,000.00		440,701.62	440,701.62	80% Surplus Gasoline Tax Fund
Dixie	3001	107	5,830.00	5,830.00		5,830.00	80% Surplus Gasoline Tax Fund
Duval	7207	207	110,000.00	40,365.00	49,772.75	90,137.75	80% Surplus Gasoline Tax Fund
Duval	7210	107	100,637.40		100,637.40	100,637.40	80% Surplus Gasoline Tax Fund
Duval	7219	108	7,775.00		7,075.00	7,775.00	80% Surplus Gasoline Tax Fund
Escambia	4801	105	3,110.00	3,110.11		3,110.11	80% Surplus Gasoline Tax Fund
Escambia	4805	102	14,283.00	6,000.00	8,283.00	14,283.00	80% Surplus Gasoline Tax Fund
Escambia	4805	102	16,402.00	16,402.00		16,402.00	Loaned to City of Pensacola
Gadsden	5003	202 & 203	36,528.13	22,525.00	14,003.13	36,528.13	80% Surplus Gasoline Tax Fund
Hillsborough (City)	1003	204	172,300.48		172,300.48	172,300.48	Loaned to City of Tampa
Hillsborough (County)	1003	204	450,000.00	83,780.00	358,827.08	442,607.08	80% Surplus Gasoline Tax Fund
Hillsborough	1014	103	21,000.00	4,031.00	3,250.00	7,281.00	State Funds (Job Abandoned)
Lake	1120	204	30,877.50	30,877.50		30,877.50	80% Surplus Gasoline Tax Fund
Lee	1202	106	19,271.99	19,271.99		19,271.99	80% Surplus Gasoline Tax Fund
Lee	1202	107	15,500.00	10,146.75	550.00	10,696.75	80% Surplus Gasoline Tax Fund
Lee	1202	108	22,000.00	17,518.09	8,140.90	25,658.99	80% Surplus Gasoline Tax Fund
Leon	5510	101	30,000.00		28,065.74	28,065.74	Loaned to Leon County
Nassau	7402	103	6,430.00		6,430.00	6,430.00	State Funds
Nassau	7407	102	12,269.20	12,269.20		12,269.20	80% Surplus Gasoline Tax Fund
Orange	7505	105	75,000.00	48,439.33		48,439.33	80% Surplus Gasoline Tax Fund
Orange	7506	201	71,175.00	42,443.00		42,443.00	80% Surplus Gasoline Tax Fund
Orange	7506	202	3,825.00		3,825.00	3,825.00	80% Surplus Gasoline Tax Fund
Palm Beach	9301	202	113,796.16	35,359.71	78,436.45	113,796.16	80% Surplus Gasoline Tax Fund
Palm Beach	9302	107	58,025.14	56,295.19	1,729.95	58,025.14	80% Surplus Gasoline Tax Fund
Palm Beach	9322	201	174,200.00	40,500.00	104,832.60	145,332.60	80% Surplus Gasoline Tax Fund
Palm Beach	9322	202	85,800.00		78,207.24	78,207.24	80% Surplus Gasoline Tax Fund
Putnam	7601	203	10,000.00	8,775.93		8,775.93	80% Surplus Gasoline Tax Fund
Putnam	7601	204	54,000.00		29,443.59	29,443.59	80% Surplus Gasoline Tax Fund
St. Lucie	9401	202	35,000.00	35,000.00		35,000.00	80% Surplus Gasoline Tax Fund
Santa Rosa	5807	102	6,000.00		4,299.85	4,299.85	20% Surplus Gasoline Tax Fund
Santa Rosa	5809	102	2,000.00		1,246.00	1,246.00	20% Surplus Gasoline Tax Fund
Santa Rosa	5813	101	4,000.00		4,047.60	4,047.60	20% Surplus Gasoline Tax Fund
Suwannee	3775	101	2,500.00		1,025.00	1,025.00	F.S.I.C. Funds
Suwannee	3775	102	6,525.00		3,545.00	3,545.00	F.S.I.C. Funds
Taylor	3810	201	11,900.00		289.68	289.68	80% Surplus Gasoline Tax Fund
Volusia	7904	110	60,000.00	49,840.38	6,379.05	56,219.43	80% Surplus Gasoline Tax Fund
Volusia	7904	204	173,566.47		69,171.73	69,171.73	80% Surplus Gasoline Tax Fund
Volusia	9903	201	1,018,787.10	263,038.00	595,728.84	858,766.84	80% Surplus Gasoline Tax Fund
							\$150,000.00 Volusia Contribution Fund
TOTALS			\$4,037,726.84	\$931,673.63	\$2,562,430.49	\$3,494,104.12	

SUMMARY OF FEDERAL AID APPROPRIATIONS

Year	Entire United States	Regular Federal Aid	Secondary Federal Aid	Federal Aid Urban	Federal Aid Grade Crossing	Forest Federal Aid	Emergency or as Indicated	1935-36 Works Program Gr. Crossing	DEFENSE HIGHWAY ACT OF 1941				
									Strategic Network	Adv. Engr. Surveys	Flight Strips	Access Roads	TOTAL
1917	\$ 5,000,000.00	\$ 55,976.27											\$ 55,976.27
1918	10,000,000.00	111,952.54											111,952.54
1919	65,000,000.00	744,521.08											744,521.08
1920	95,000,000.00	1,090,214.67											1,090,214.67
1921	100,000,000.00	1,147,447.92											1,147,447.92
1922	77,500,000.00	886,825.69				6,648.00							893,473.69
1923	57,000,000.00	599,221.13				18,470.00							617,691.13
1924	68,500,000.00	771,395.18				9,105.00							780,500.18
1925	78,500,000.00	887,336.52				7,684.00							895,020.52
1926	79,500,000.00	892,878.00				9,854.00							902,732.00
1927	79,500,000.00	897,185.00				12,100.00							909,285.00
1928	79,500,000.00	899,451.00				12,082.00							911,533.00
1929	79,500,000.00	901,311.00				11,909.00							913,220.00
1930	79,500,000.00	909,235.00				1,436.00							920,671.00
1931	214,500,000.00	1,540,069.00				28,572.00	1,080,438.00						2,655,079.00
1932	137,500,000.00	1,543,232.00				44,250.00							1,587,482.00
1933	259,500,000.00	a 1,437,372.40				57,740.00	1,624,752.00						3,119,864.40
1934	415,000,000.00					63,763.00	b 5,231,834.00						5,295,597.00
1935	207,000,000.00					32,975.00	b 2,661,343.00						2,694,318.00
1936	532,000,000.00	1,655,723.00				33,176.00	c 2,597,144.00	2,827,883.00					7,113,926.00
1937	132,000,000.00	1,659,835.00				35,140.00							1,694,975.00
1938	214,000,000.00	1,704,765.00	340,953.00			712,816.00	46,707.33						2,805,241.33
1939	214,000,000.00	1,669,497.00	333,899.00			692,981.00	74,755.80						2,771,132.80
1940	145,000,000.00	1,342,535.00	201,025.00			279,870.00	38,425.50						1,861,855.50
1941	d 298,000,000.00	1,554,482.00	202,866.00			417,388.00	53,356.81		357,856.00	143,143.00			2,729,091.81
1942	e 307,500,000.00	1,425,748.00	249,506.00			299,547.00			2,080,000.00		1,199,767.49	5,058,802.20	10,313,370.69
1943	f 147,500,000.00	1,431,426.00	250,499.00			299,694.00						2,417,020.36	4,398,639.36
1944	g 30,000,000.00											316,362.53	316,362.53
1945						76,318.33					h 41,760.55		118,078.88
1946	525,000,000.00	3,236,627.00	2,168,089.00	1,599,641.00		205,029.38							7,209,386.38
1947	525,000,000.00	3,236,681.00	2,167,725.00	1,599,641.00		173,205.00							7,176,652.00
1948	500,000,000.00	3,152,527.00	2,111,759.00	1,558,625.00									6,822,911.00
Totals	\$5,667,500,000.00	\$37,384,870.40	\$8,026,321.00	\$4,757,907.00	\$2,702,296.00	k\$1,052,711.15	\$13,201,511.00	\$2,827,883.00	\$2,437,856.00	\$ 143,143.00	\$1,199,767.49	\$7,833,945.64	\$81,578,211.68

a-\$217,287.60 of this appropriation has been deducted as 1933 repayment of 1931-32 Emergency Appropriation.

b-National Recovery Appropriation.

b-Works Program Highway Appropriation.

d-This total contains \$35,000,000.00 appropriated under Defense Highway Act of 1941.

e-This total contains \$185,000,000.00 appropriated under Defense Highway Act of 1941.

f-This total contains \$110,000,000.00 appropriated under Defense Highway Act of 1941 as amended by Act approved July 2, 1942.

g-This total appropriated under Defense Highway Act of 1941 as amended by Act approved April 4, 1944.

h-This amount represents projects authorized during 1945.

k-\$971,749.33 of total for expenditure through State Road Department.

